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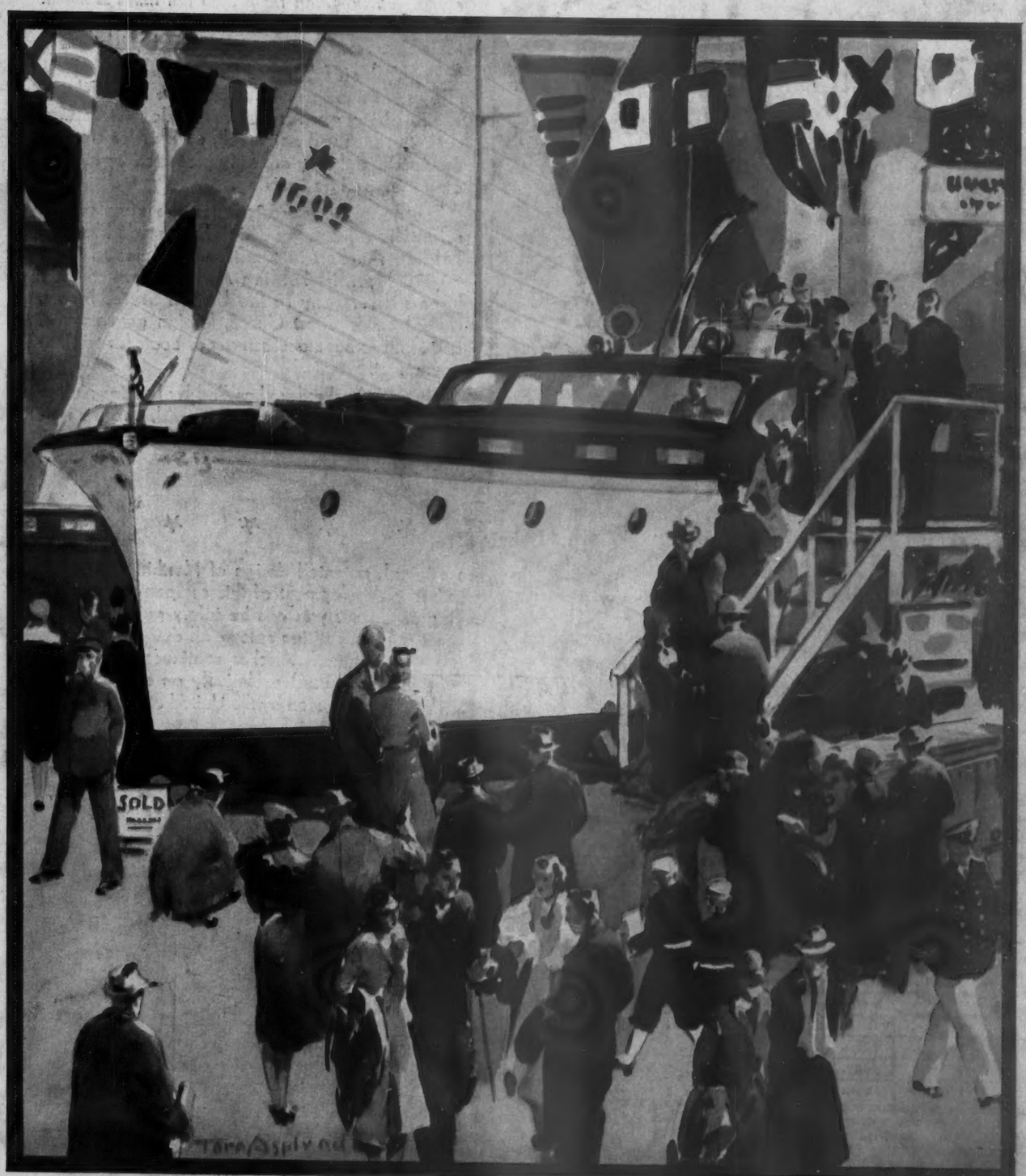

January, 1939

SHOW NUMBER

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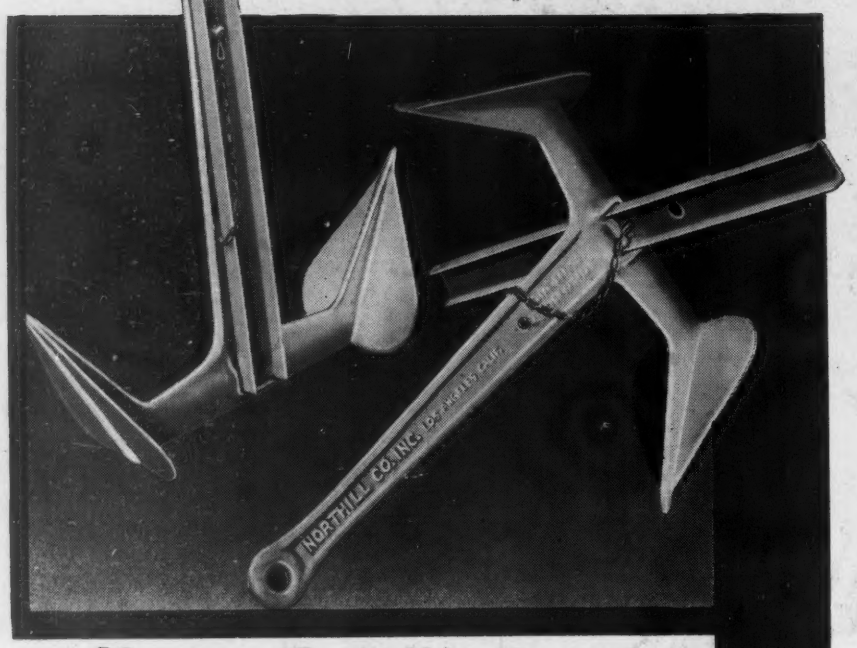
Northill NOW OFFERS *the Utility Anchor* at a low popular price!



Heavy, old-style anchors are now obsoleted forever. Northill's latest scientifically engineered anchor..the new light weight Utility..is priced within the reach of everyone.

These new Utility Anchors will ***outhold*** other equipment weighing more than ten times as much. They are easily handled by one man or woman..a vital feature when emergencies demand quick action.

The Utility is fabricated from special high tensile alloy steel known as Ductilon, then heat treated. The resulting anchor has tremendous structural strength which will not break, even under extreme overloads, and they are fully protected by the finest hot dipped galvanizing.

The new Utility incorporates the same proven scientific advantages which have made Northill Folding Anchors internationally famous. Over 10,000 Northill Folding Anchors have already been sold..many to the United States Navy, United States Coast Guard, foreign governments, and to numerous manufacturers of boats for original equipment.

Northill Anchors are handled by leading marine establishments throughout the world. See the new Utility demonstrated at your dealers today, or write for literature.

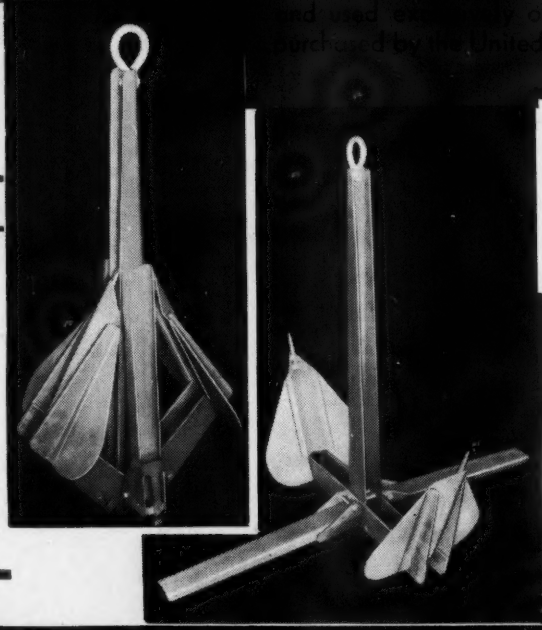
Replace Dead Weight with SCIENTIFIC HOLDING POWER

Owners everywhere are discarding antiquated, cumbersome equipment for the modern, space saving Northill Anchor which anyone can handle single handed. In the photo above note the remarkable comparison in size and weight between the Northill Utility Anchor and a kedge type anchor of considerably less holding power.

COMPARATIVE HOLDING POWER of VARIOUS ANCHORS

Northill Anchor Type	Approximate Holding Power	Comparative Anchor Weight for Same Holding Power			Recommended Approx. Max. Boat Wt. for This Holding Power
		Northill	Kedge Type	Navy Stockless Type	
Folding No. 6	240 lbs.	6 lbs.	35 lbs.	96 lbs.	4,000 lbs.
Utility No. 6R	450 lbs.	13 lbs.	65 lbs.	180 lbs.	7,500 lbs.
Folding No. 12	720 lbs.	12 lbs.	100 lbs.	300 lbs.	12,000 lbs
Utility No. 12R	900 lbs.	25 lbs.	130 lbs.	360 lbs.	15,000 lbs.
Folding No. 20	1200 lbs.	20 lbs.	170 lbs.	650 lbs.	20,000 lbs.
Folding No. 30	1800 lbs.	30 lbs.	260 lbs.	720 lbs.	30,000 lbs.
Folding No. 50	2500 lbs.	50 lbs.	360 lbs.	1000 lbs.	41,600 lbs.
Folding No. 80	3600 lbs.	80 lbs.	515 lbs.	1440 lbs.	60,000 lbs.

All Northill Anchors are fully protected by U.S. Patent No. 2075827, and by foreign patents issued and pending.



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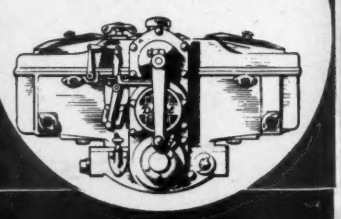

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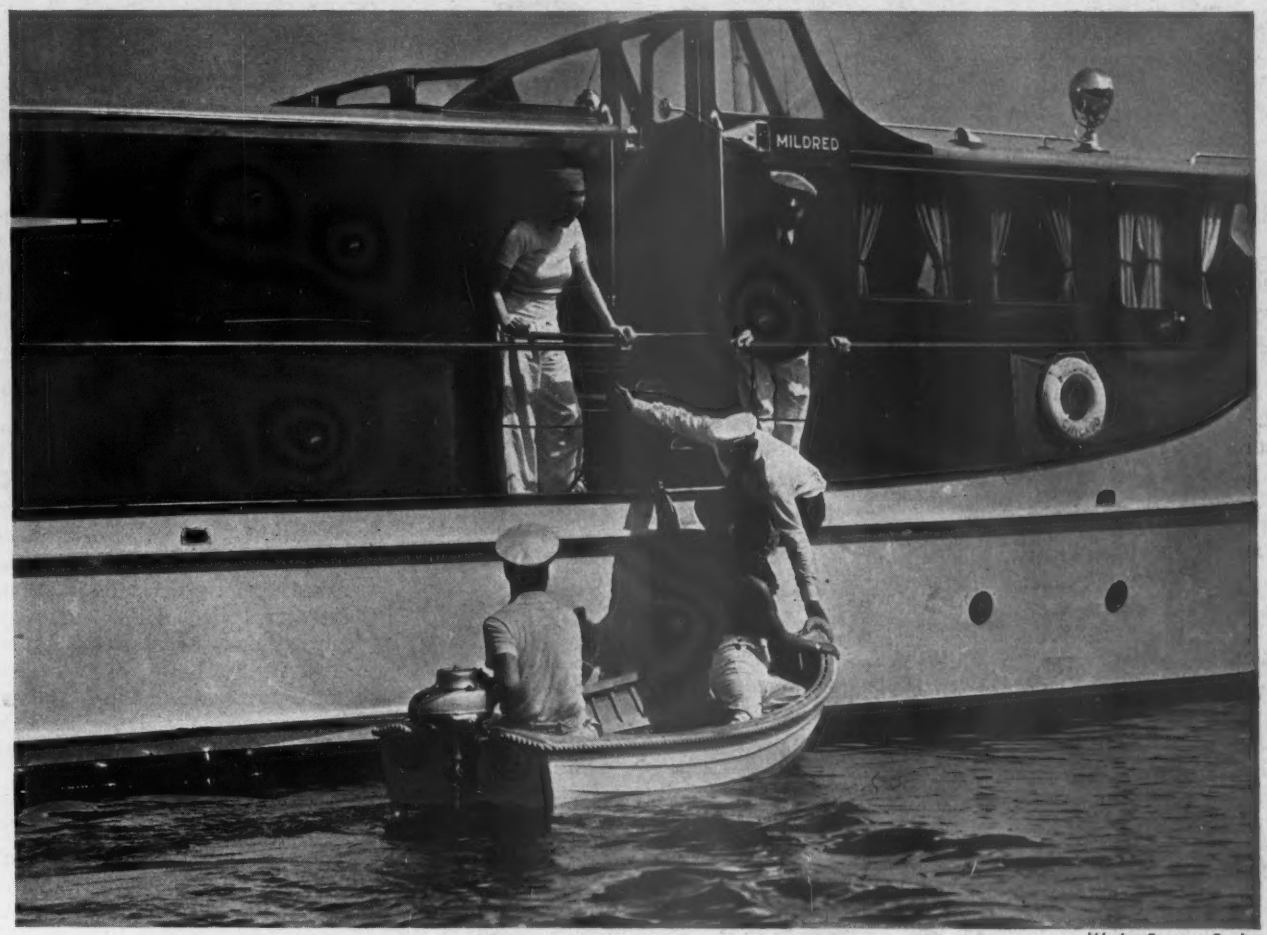

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Shelter Island Y.C. Dinner

APPROXIMATELY 200 members and guests of the Shelter Island Yacht Club, of Shelter Island Heights, N. Y., are expected to be present at the annual winter dinner, slated for January 11th at the Hotel Astor. They will be regaled with even finer food and entertainment than has been enjoyed in the past. Captain Stott, who was ill last year, will be present to relate his experiences in the *U.S.S. Idaho*, which he at one time commanded. Captain George Monsell, an honorary member of the club, will reminisce about "J" boat racing, and pictures loaned by the Navy and by S. Kip Farrington will gladden the eye. On the lighter side "Admiral" Van Welch and his friend "Popeye, the Sailor" will give a hilarious description of the battle of Jutland. The club has particularly good reason to be joyful at this winter's dinner, for the addition to its house at Shelter Island which was completed last summer not only survived the hurricane but was partially instrumental in keeping the older parts of the structure together. We say "partially" because one of the prominent members of the club claims that when the building was swaying and weaving in the gale he planted his foot firmly on the floor and stopped the destructive oscillation.

+ + +

Philadelphia Motor Boat Show

Survivors of the record-breaking crowds at the Palace Show as well as stay-at-home Philadelphians have another treat in store for them when the Philadelphia Motor Boat & Sportsmen's Show opens February 6th at the Commercial Museum. The records show that the crowds flocking to the Commercial Museum at the last two Motor Boat Shows have broken all attendance figures, despite the fact that that is the most patronized exhibition hall in the city. Current indications are — but need we say that this looks like the best year yet? Entertainment features will again include aquatic and many other sports, while more space than ever will be devoted to educational exhibits which will attract the attention of young and old.

+ + +

N.A.Y.R.U. Annual Meeting

Philip J. Roosevelt, President, has announced January 6th as the date for the annual meeting and dinner of the North American Yacht Racing Union, and as this magazine is scheduled for publication on that date you'll just about have time to run around to the Harvard Club if membership in the N.A.Y.R.U. entitles you to attend. If you don't read this paragraph until later in the month, you may take our word for it that the meeting went through smoothly and that everything on the agenda was taken up and carried virtually unanimously.

+ + +

Yacht Architects and Brokers Elect

The Yacht Architects and Brokers Association, Inc., of New York has reëlected its officers for 1939. They are Edgar Offer, of Tams, Inc., president; James D. Sparkman, of Sparkman & Stephens, vice president; Frank Bowne Jones, of Cox & Stevens, treasurer; J. F. Masterson, of Masterson & Schlegel, secretary; M. D. Shortway, of Cox & Stevens, Philip Leventhal, of Wm. Gardner & Co., and John H. Wells, members of the executive committee.

+ + +

Marina for New London?

It has been suggested — and the suggestion will meet with the approval of all Long Island Sound cruising yachtsmen — that as part of the rehabilitation work in New London a modern marina be constructed. Virtually all of the harbor's limited private and commercial docking facilities were destroyed in the hurricane, and Manager Byron A. Phones, of the local Chamber of Commerce, believes the opportunity to be a good one to make the yachting accommodations commensurate with New London's popularity. Councilman Robert B. Chappell has been named chairman of a special committee on waterfront development, and an engineering firm has been instructed to draft recommendations and plans for rebuilding the harbor facilities.

+ + +

Protesting Draft Convention No. 53

Many yachting and industrial organizations of national scope such as the Cruising Club of America, the American Power Boat Squadron, the United States Power Squadrons, and the National Association of Engine & Boat Manufacturers, have protested Draft Convention No. 53 of the International Labor Conference Treaty of 1936 (referred to elsewhere in this issue); but this by no means exhausts the list. From Baltimore comes word that the governors of the Maryland Yacht Club convened a special meeting in December to request the Free State's Representatives and Senators to push legislation for the exemption of vessels of less than 200 tons from the provisions of the treaty. The club was pretty emphatic about it, even though its members have thousands of square miles of salt water on which to sail without venturing upon the high seas. It is thought in some circles that the existing specific exemption of "wooden ships of primitive build such as dhows and junks" will not even include Chesapeake Bay log canoes.

+ + +

Rappahannock Elects

At the annual meeting of the Rappahannock River Yacht Club, held at its clubhouse in Irvington, Va., the following were elected to office: Dr. W. H. Lowe, of Kilmarnock, commodore; Calvin E. Barrack, vice commodore; Warner Moore, Jr., rear commodore. Dr. Lee S. Liggan and W. R. Rowe were reelected to the posts of secretary and treasurer. The flag officers, together with Carter M. Keane, John S. Fisher, and Heath J. Rawley, will constitute the board of trustees.

+ + +

New Home Planned for Pensacola

The Pensacola Yacht Club, of Pensacola, Fla., hopes shortly to occupy a magnificent new home, which is projected for the eastern part of Pensacola Bay. The club now occupies a wooden building located at the southern end of the municipal dock. Plans for port improvements will result in the demolition of the present clubhouse, and the transfer of the club headquarters to the second floor of the new building, a magnificent $150,000 structure in which several organizations will have quarters. About half of the cost of the building as planned will be a P.W.A. grant, the city of Pensacola to furnish the rest. It is expected that in due time the yacht club will acquire the entire headquarters.

CALENDAR

Indoor

January 6 — Annual General Meeting, N.A.Y.R.U., New York.
January 6–14 — New York Motor Boat Show, Grand Central Palace.
January 13 — Comet Class Annual Meeting, New York.
January 15–21 — Motor Boat Show, Miami, Fla.
January 26 — Annual Meeting, Cruising Club of America, New York.
February 26–March 5 — Chicago Motor Boat Show, Navy Pier.
February 27–March 4 — Philadelphia Motor Boat Show, Commercial Museum.

Outdoor

January 8, 15, 22, 29 — Sailing Regattas, Miami Y. C.
January 28–February 4 — Star Class Week, Habana Y. C.
February 4–5 — Motor Boat Regatta, A.P.B.A., Lakeland, Fla.
February 5, 12, 19, 26 — Sailing Regattas, Miami Y. C.
February 11 — Lipton Trophy Race, Biscayne Bay Y. C., Miami, Fla.
February 11–12 — Motor Boat Regatta, A.P.B.A., Jacksonville.
February 14 — Sixth Annual Miami-Nassau International Ocean Race, Miami Y. C.
February 18 — Motor Boat Regatta, A.P.B.A., Cocoa-Rockledge, Fla.
February 19 — N. O. A. Sanctioned Regatta, Rio Grande Y. C., Brownsville, Tex.
February 19 — Sailing Regatta, Florida Y.C.R.A., Palm Beach, Fla.
February 21–22 — Motor Boat Regatta, A.P.B.A., Palm Beach.
February 22–26 — Southern California Mid-Winter Regatta, San Pedro Bay.
February 24–25 — Motor Boat Regatta, A.P.B.A., St. Petersburg, Fla.
February 24–26 — Mid-Winter Sailing Championships, Clearwater, Fla.
March 4–5 — Motor Boat Regatta, A.P.B.A., New Smyrna, Fla.
March 5, 12, 19, 26 — Sailing Regattas, Miami Y. C.
March 17–19 — Motor Boat Regatta, A.P.B.A., Miami.
March 18–19 — Twenty-sixth Annual Biscayne Bay Power Boat Regatta, Miami, Fla.
April 2 — Sailing Regatta, Miami Y. C.
July 4 (Tentative) — Trans-Pacific Ocean Race, San Francisco to Hawaii.

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Model	No. of Cyl.	H. P.	Bore and Stroke	Cubic Displacement	R. P. M.	Weight	Length Over All
8 to 10	2	8-10	4" x 4"	101"	800	465	40 5/16"
20	4	20	4" x 4"	201"	1000	590	51 11/16"
35	4	35	4 3/8" x 5 1/2"	330"	1000	945	55 11/16"
50	4	50	4 3/8" x 5 1/2"	330"	1300	830	55 11/16"
Sea-Cub	4	25	2 5/8" x 3"	65"	3400	300	28 5/16"
Sea-Bird	4	30	3 1/4" x 4"	134"	1700	405	34 3/16"
Sea-Bird	4	60	3 1/4" x 4"	134"	3600	370	34 3/16"
Sea-Dog	4	40	3 3/8" x 4 1/2"	199"	2000	700	44 9/16"
Sea-Man	4	50	4" x 4 1/2"	226"	2000	700	44 9/16"
Sea-Flyer	6	85	3 1/16" x 4 1/2"	205"	3600	680	41 3/8"
Sea-Prince	6	95	3 3/8" x 4 1/2"	221"	3600	680	41 3/8"
V-8	8	90	3 1/16" x 3 3/4"	221"	3600	640	42 15/16"
Sea-Queen	6	80	3 3/4" x 4 1/2"	289"	2200	865	51 5/8"
Sea-Queen	6	110	3 3/4" x 4 1/2"	282"	3600	795	51 5/8"
Sea-Rover	6	95	4" x 4 1/2"	320"	2600	865	51 5/8"
Sea-Rover	6	120	4" x 4 1/2"	320"	3600	865	51 5/8"
Sea-Mate	6	90-110	4 1/16" x 4 1/2"	383"	1800-2500	1125	55 7/16"
Sea-Captain	6	65	4 3/8" x 5 1/2"	495"	1100	1530	68 5/8"
Sea-Captain	6	100	4 3/8" x 5 1/2"	495"	2000	1390	68 5/8"
Sea-King	6	120	4 3/8" x 5 3/8"	520"	2000	1530	68 5/8"
Sea-King	6	150	4 3/8" x 5 3/4"	520"	2500	1390	68 5/8"
Sea-Farer	6	150	5" x 5 3/4"	678"	1700	1570	68 5/8"
Sea-Farer Special	6	200	5" x 5 3/4"	678"	2400	1570	68 5/8"
Sea-Wolf	6	190	5" x 5 3/4"	678"	2000	1500	69 5/8"
Sea-Wolf	6	225	5" x 5 3/4"	678"	2400	1500	69 5/8"
Sea-Zephyr	12	110	2 3/4" x 3 3/4"	267"	3800	800	50 1/2"
Sea-Raider	12	300	5" x 6"	1414"	1500	2480	75 15/16"
Sea-Raider	12	500	5" x 6"	1414"	2500	2480	75 15/16"
Kermath Diesel 4-226	4	55-65	4" x 4 1/2"	226"	2000-2600	1125	48"
Kermath Diesel 6-288	6	84	3 3/4" x 4 1/2"	288"	2600	1350	52 15/16"
Kermath Diesel 6-474	6	113	4 3/8" x 5 1/4"	474"	1800	2000	59 7/8"
Kermath Diesel 6-707	6	160	5" x 6"	707"	1600	3100	76 9/16"

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AROUND THE CABIN LAMP

Green Timber

ONE of the boys had been fitting a new handle to the big gaff hook that always lay under the rail. He had done a good job, too, for, not having the proper stick to make the handle, he had gone ashore and chopped down a small hickory sapling that grew near the beach. This had been smoothed wherever the limbs grew but otherwise the bark had been left in place and the handle was a tough, springy one that pleased all hands.

All but one. Jim Paul, the oldest man aboard the schooner, shook his head in gloomy disapproval. "No good ever came out of using a green stick for anything aboard a vessel," he opined. "Timber, spars, anything, ought to be darned well seasoned before they go afloat."

"Maybe so, in the case of timber and spars, but what harm can come from a gaff handle?" asks the Old Man.

But Jim just shook his head and muttered. "Yuh never can tell what might happen because yuh never can tell how a green stick is going to work, once it gets to sea."

"We'll take a chance on the gaff handle," decides the Old Man, "but I'd admire to know what deviltry you have seen green sticks cut up in your time." He sort of chuckled when he said it and old Jim exploded.

"Yuh want to know, do yuh? Well, I'll tell yuh somethin'! Yes, by Gawd, I'll tell all yuh young, lop-eared infants somethin'! Think yer all wise as hell, don't yuh, and by Cripes there ain't any of yuh dry abaft the ears yet! Hain't seen nothin', none of yuh, but still yuh poke fun at a man old enough to be yer grandfather who has seen more in a week than any of yuh cussed prattlin' babies have seen in yer whole damn lives! Maybe yuh ain't altogether to blame, being so darned young and never havin' been anywhere," old Jim went on, his temper fading.

"Well, tell us, anyhow, Jim," urged the Old Man, "you never can tell; we might be converted."

"Listen," began old Jim, impressively, "there never was a smarter schooner capt'n in the fleet than Capt'n Paul Rogers of the *Whistler*. And the *Whistler* was one of the fastest of the Gloucester bankers of her day. Used to break all records on any run, anywhere, any weather; that's the kind she was.

"Used to be the custom in those days to sell a lot of salt fish down in the West Indies and, in winter, some of the skippers who had done pretty well would load up their vessels and make this trip to the suth'ard. So, this fall I'm a-speakin' of, Paul loaded the *Whistler* and went down to Porto Ric' or somewhere around there, where he sold his cargo of salt fish and took on some coconuts and a few green oranges for the trip home. On the way down he had lugged sail on her pretty hard and, in a puff of wind, he sprung his foremast, sprung it pretty bad. When he arrived in port he shopped around for a new mast and, by Godfrey, he couldn't find a stick anywhere that would do. Everything was way too big or too small. The small ones couldn't be used and it would take so long to work down a big one that he didn't take to the idea at all. But he couldn't sail with his sprung mast, so he went out into the woods, or jungles, whatever they have there, and he found a tree that looked about right. He sized up the measurements and found that the wood was tough and strong, and had her chopped down and brought to the shore.

"It wasn't any trouble to smooth it up and fit the ironwork to it and in just a few days the *Whistler* had a new foremast, a good looking stick but green and with sap oozin' out of it enough to keep it well slushed all the time.

"Well, she sailed. Three-four days out, the hands noticed a devil of a bend in the new mast. They slacked up the rigging to work on it, and the spring all came out, the mast standin' as straight as ever. They set up on the rigging again and made everything all snug, just in time, too, for it began to breeze. It breezed on and on, stiffer and stiffer, and Paul carted on to her as much as she'd stand. Two days later that crook appeared again in the new foremast, and it was worse than ever. They couldn't slack up the rigging because of the wind and sea, so they had to let it stand.

"But it got worse, and the rigging was as taut as iron bars. The mast bent until the spring stay parted, and they had to rig a preventer. Pretty nigh lost a couple of the boys doin' it, too. And then one mornin' somebody looked at the mast, same's they all had been doin' pretty regular, and he let out a yell. When the crew gathered 'round him he pointed to the mast where a green twig was growin' out with new leaves on it! 'The mast is growin', boys!' he yelled. 'That's the cause of all our trouble!'

"It was the truth. There was a little water in the hold, and the mast was growin' inches every twenty-four hours. It grew and bent and grew and bent some more. Paul crowded on harder, hopin' to get home sooner, but every day that crook showed worse and then the *Whistler* began to leak. 'Startin' the keel or garboards, or both,' muttered Paul, and he prayed for a calm. But it breezed harder.

"They pumped and hoped for a shift of wind, but it held and the leak got worse until they were pumpin' night and day. In the middle of the night, with the moon shinin' down over the swell, that mast straightened out with a wrench that shook the entire hull and sprung the keel, punchin' the garboards right out of her. She went down in less than two minutes and not a man on board lived to tell the tale. All on account of a green stick!"

Old Jim paused, reached for his pipe and began to fill it.

"Where'd she go down, Jim?" asked the Old Man.

"Oh, hundred, hundred and fifty miles off Hatteras."

"Weeel, now Jim, if she went down off there, in the middle of the night, and all hands were lost, just how the devil did anyone find out what had happened aboard of her previous to that? For that matter, how did anyone know how and when she went down?"

"There yuh go," snarled old Jim, "jest like I said; always questionin' every cussed thing, always doubtin'; jest a lousy bunch of cussed skeptics, that's what yuh are!"

JOSEPH CHASE ALLEN

Two Skippers to feel sorry for!

*Evaporating dish A was filled with ordinary gasoline, dish B with Gulf Marine White; a coil of copper placed in both. Note that Marine White is chemically inert with copper—left not a trace of gum!

Don't you be the poor chap who forgets that gum is caused by "landlubber auto gas" . . . and has to waste a swell boating day cleaning out his copper tanks and feed lines.

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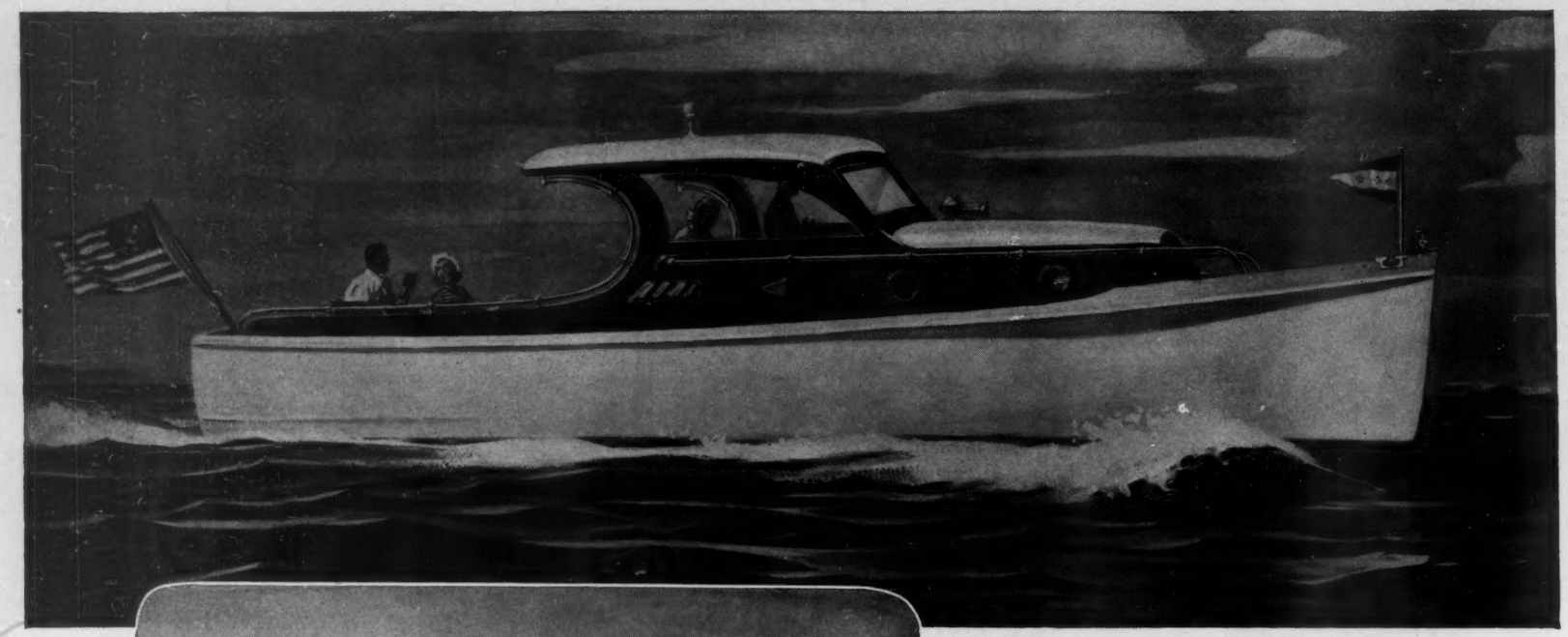
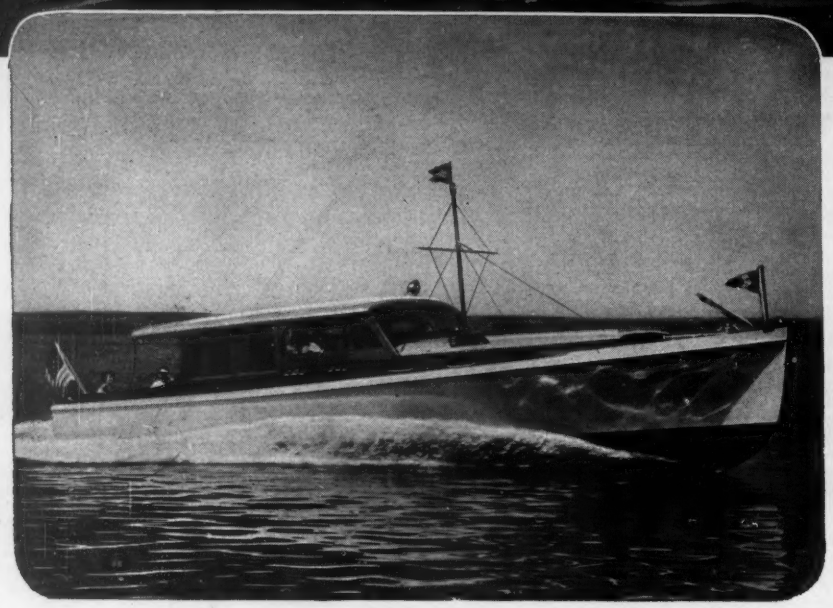
Use GULFPRIDE MARINE OIL—Ace companion to Marine White Gasoline, and to Gulf Marine Diesel Fuel (SOLAR)

SAY: "GOODBY LANDLUBBER GAS!"

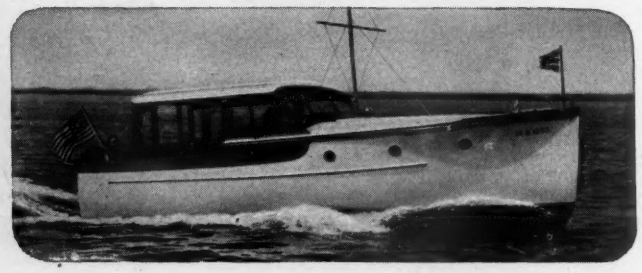
Use GULF MARINE WHITE GASOLINE

ELCO SALUTES 1939



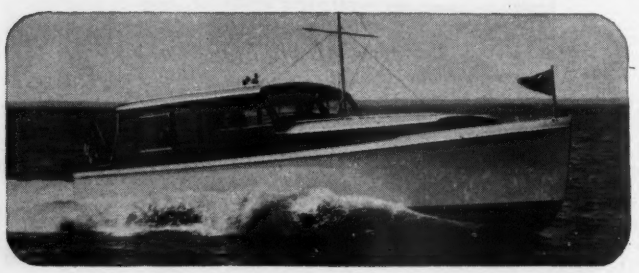


NEW! Standard Elcoette 30. Thrills a-plenty ahead for owners of this new, sporty, economical all-purpose cruiser! Maximum cockpit space for day cruising and fishing . . . comfortable sleeping accommodations for two (full 6′ headroom), galley and lavatory. Angler Model has complete fishing gear. A staunch sea boat, with round-bottom hull . . . quality built with quality materials. Speeds up to 25 m.p.h.



NEW! Custom Marinette 30. Smart! Seaworthy! Livable! Elco quality construction in a simplified, economical-to-maintain cruiser design. Two cabins, sleeping 6. Standard Model (single cabin) sleeps 4. Speeds up to 21 m.p.h.

NEW! Custom Cruisette 44 . . . sets a new high in deluxe cruising comfort! The equal of many a yacht in spaciousness, accommodations and handsome appointments! Deck house, magnificent owner's stateroom and large crew's cabin forward sleep 7 to 9. Pullman-Dinette in deck house. After cockpit exceptional in size, splendidly suited to fishing. Also available in Double Cabin or Angler Models. Gasoline or Diesel power. Speeds up to 28 m.p.h.



Custom Cruisette 34. The finest boat of her size on the market! All Elco's famous Cruisette features. "The Home Afloat" for a family of 6 to 8. (Single cabin Standard Model sleeps 4; big after cockpit.) Speeds up to 20 m.p.h.

★ ★ ★

Custom Cruisette 41 . . . the modern cruiser at its best! Every inch of space superbly used. Three grand cabins . . . plenty of sunshine lounging space fore and aft. Sleeps 7 to 9. Speeds up to 24 m.p.h.

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Steel Engine Foundations	Triple Framing in Engine Compartment
Elco Ventilation System for Engine Compartment	Steering and Observation Seats
Brass Water Piping	Two-Way Steering Wheel
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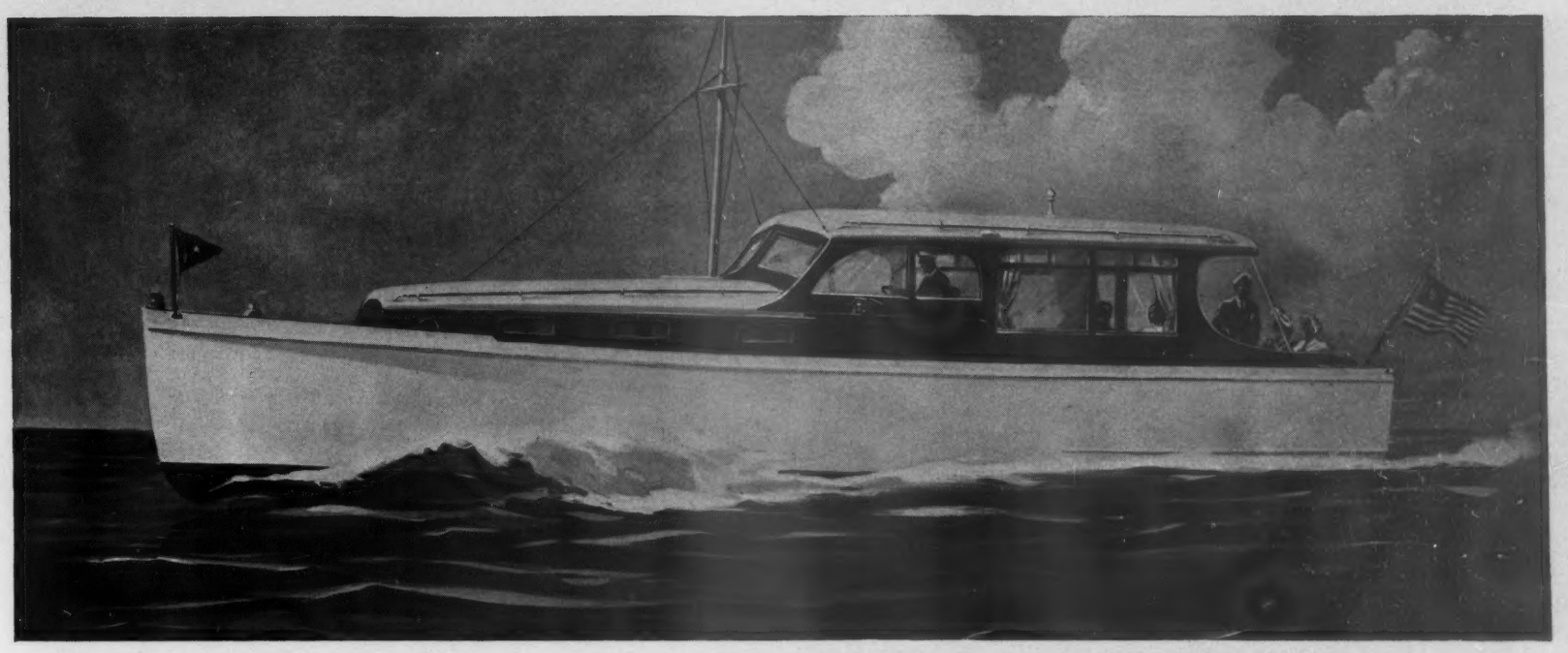
Safety Fuel System	Streamlined Rudders
Round Bottom Hull	Scientific Weight Distribution
Genuine "Boat" Cedar Planking	Craftsmanship Construction

WITH NEW 30′, 39′, 44′



NEW! **Custom Cruisette 39.** At last — a cruiser under forty feet with a completely satisfactory third cabin forward for extra guest or captain-guide! A brilliant triumph for Elco designers. Sleek modern styling . . . broad decks . . . richly finished interior. Sleeping accommodations for 5 to 7. Single or twin screw. Gasoline or Diesel power. Also available in Double Cabin or Angler Models. Speeds up to 25 m.p.h.

★ ★ ★

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Elco Motor Yacht 53. The peer of costly specially-built yachts! Breath-takingly beautiful lines . . . a livable interior arrangement that is little short of genius. A luxurious deck saloon worthy of a liner. Three separate staterooms, two lavatories aft. Sleeping accommodations for owner's party of 6. Galley and quarters for 2 crew completely separate forward. Gasoline or Diesel power. Speeds up to 26 m.p.h.

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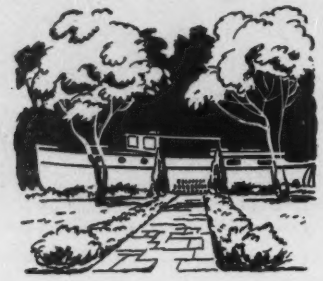
IN THE WIND

A LADY who has just bought a charming site for a home on Long Island isn't going to do anything as conventional as to build on it. . . She's going to live there in a cruiser she's planning to purchase at the Motor



Boat Show. . . It's simply that she prefers boats to houses but would rather be ashore than afloat. . .

RAISING THE ROOF

Oh, the tall Twelve-Metre sailors
Are in a tightish fix.
They're bellowing for headroom —
The limit, six feet six.

MALCOLM LAMBORNE, JR.

(Apropos of the proceedings at the conference of the governing committee of the International Yacht Racing Union as reported by remote control by Bill Taylor). . .

"They were a mile out of Patchogue when gasoline, which had spilled into the keel, became ignited. Judge Schoenfeld, who was manning a pump in the keel, managed to make his way to the deck." . .

— *N.Y. Herald Tribune*

"A new type of keel," comments Ol' Cap'n Mac of New Canaan, Conn., "capable of holding gasoline, a judge, and a bilge pump." . .

"Manila Mike" of Manitowoc, Wis., confides that he was perusing one of his wife's copies of "Harper's Bazaar" when he ran across a piece by a lady scrivener who had bought one of those too, too divinely picturesque Mediterranean fishing boats and, after perfuming it, gone on a SIMply HEAVenly CRUISE, my dear!

"Mike," bless him, was annoyed by the captions for the pictures which read in part — . . ."The bed built on top of drawers. . . ." . . ."The kitchen with its quaint. . . ." etc.

And, no doubt, the lovely red main sheet tapering gracefully into the Persian orange jibsails distended by the beautifully carved pumpkin. . . .

William R. Catlow, Jr., of Bloomfield, N. J., submits proof through the columns of the "Miami Herald" that a crackpot voyage can be made without invoking the aid of the long-suffering Coast Guard. . . .

Three youths built an 18-foot dory at Puerto Plata, San Domingo and, without going through the formality of painting her or getting clearance papers, sailed for Miami. They arrived, by the grace of God, at Duck Key, 42 miles north of Key West, 29 days later having sailed approximately a thousand miles. . . .

"The three youths," reported the Miami journal, "slept at night huddled together on a deck about six feet long, the rest of the dory being bare of decking, and only the planking separated the trio from the water. . . ."

Excerpt from dialogue in an adventure strip attributed to Zane Grey:

"Keep still and watch out for a jib — you know, the sail coming around."

January white sail, hey?

"It seems a shame to let any subject drop in these dull winter months," remarks that old maestro Bill Taylor, "so —

"Your reference to the *Morning Star's* movie career reminds me of the late Cap'n George Fred Tilton's story about the consternation the whaler *Bowhead* caused in the moompitcher industry. . . .

"The *Bowhead*, a steam auxiliary whaling bark, was, I believe, built in Norway for Captain John Cook, of Provincetown, for Arctic whaling, and, according to Cap'n George Fred, was solid oak several feet thick, sheathed with ironwood. After some decades of crushing ice in the Arctic, during which George Fred became skipper and part owner, the *Bowhead* was put on the unemployed list, the whaling industry having died in the Arctic.

"She was laid up in Frisco and bought by a movie company which planned to use her in a shipwreck scene. The idea was that when the time came a Coast Guard vessel, offstage, would pitch a couple of shells into her and thus accomplish her sinking. . . .

"All went well until this part of the show. The cutter apparently wasn't equipped with very heavy artillery. The shells she fired at the *Bowhead* bounced right back off the ironwood and oak (*a la Constitution*). . . . Then they tried moderate charges of dynamite but that didn't help, either, as they couldn't use enough of it so it would show in the film. . . .

"Finally they had to alter the script of the picture and wreck the vessel by running her ashore and burning her, which at long last they managed to do. . . .

"I don't guarantee the entire accuracy of this tale but it is probably as true as many of George Fred's yarns, though less fascinating than many of them. He was a truthful man, but never one to spoil a good story for want of a little stretchin'. . . .

"Hoping you are the same." . . .

Speaking of rules, of which racing yachtsmen do a lot of, how about the Cruising Club adopting a time limit on their famous dinners? . . .

Dinner and entertainment to finish within, say, four hours or you get your soup back or perhaps a comfortable bed. . . .

Last month, despite the audible protests filed by George Mixter on almost every leg of the course (which had more legs than a centipede) the show went on and on, far into the night. . . .

A damned good show, mind you, but enough of it to ballast *two* dinner parties, with the result that a number of the assembled guests walked out on the latter half of the program, preferring to catch the last train rather than be beaten over the head with the wife's belaying pin. . . .

Gordon ("Ground-gripper") Raymond already has a new sobriquet! . . . It happened like this. He was on a cruise in a motor packet (he must be getting soft) when a stoppage in the gas line occurred. . . . Gallantly "Stentor" rushed into the breach, inhaling gasoline until the line was cleared. . . . It was only afterward when he discussed the giddy interlude with some of his friends in the oil business that he realized what a chance he'd been taking. . . . With its lead content it requires only a few drops of high test gasoline to kill an average guy, provided he swallows it — and Gordon thinks he must have downed about a half pint. . . . Which indicates he is by no means average — and has earned him his latest nickname — "Gas-sucker." . . .

F L A S H !

Oxford, Md. . . . As a result of the reported presence of the Jersey Raider *Emma C. Berry* in these waters (Slade Dale, Skipper), the town authorities have ordered all chicken coops padlocked from sunset to sunrise. . . .

— RALPH WILEY

L. N. of Brooklyn who sails a Comet that's "wet but sweet" sends along a request that I persuade Rod Stephens to try an enclosed lyric on his North Sea piano. . . . The verses are too many to include in this issue but I'll try to get around to them next month. . . .

LINGUIST

"Regardez, regardez!" bawled Sherman Hoyt aboard a French Twelve-Metre, "le main sheet ees trailing dans le mer!"

Jeff Davis, the seagoing yachting editor of the *Providence Journal*, contributes the story of Sam Wardwell's web-footed kittens. There's always a cat or two hanging around

Sam's boat shop at Poppasquash, and there were two of them up in the loft when the hurricane hit. They couldn't get out without getting their feet wet, so they stayed in and went, with the rapidly disintegrating shop, up the hill on the crest of the wave on a piece of wreckage. Two days later, one of them had a litter of kittens and every kitten had web feet. . . . "I can't prove it but Sam says it's so and his men back him up." .

LADIES FIRST

Vassar and Yale raced each other in a frostbite dinghy regatta. . . . Score: Vassar 1; Yale 5. . . .

Next thing you know the gals will be engaged to their victims. . . .

TELLTALE

The
Packard Super-8 for 1939
now $2035

for the 5-passenger sedan illustrated, delivered in Detroit with standard equipment; State taxes extra.

YOU ARE LOOKING AT TWO MOTOR CARS IN ONE

THE brilliant new Packard Super-8 you see in the picture above is, in effect, *two* motor cars in one.

It is, first of all, the roomy, luxurious high-powered car to which you are accustomed.

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This combination of qualities is something entirely new to motoring—a combination deliberately designed into the new Packard Super-8.

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By all means see this extraordinary new car—by all means *drive* a new Packard Super-8—before this week is out. It represents a value hitherto available only in cars approaching $3,000 in price.

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THE NEW

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THE NEW ONE TWENTY • THE NEW SIX

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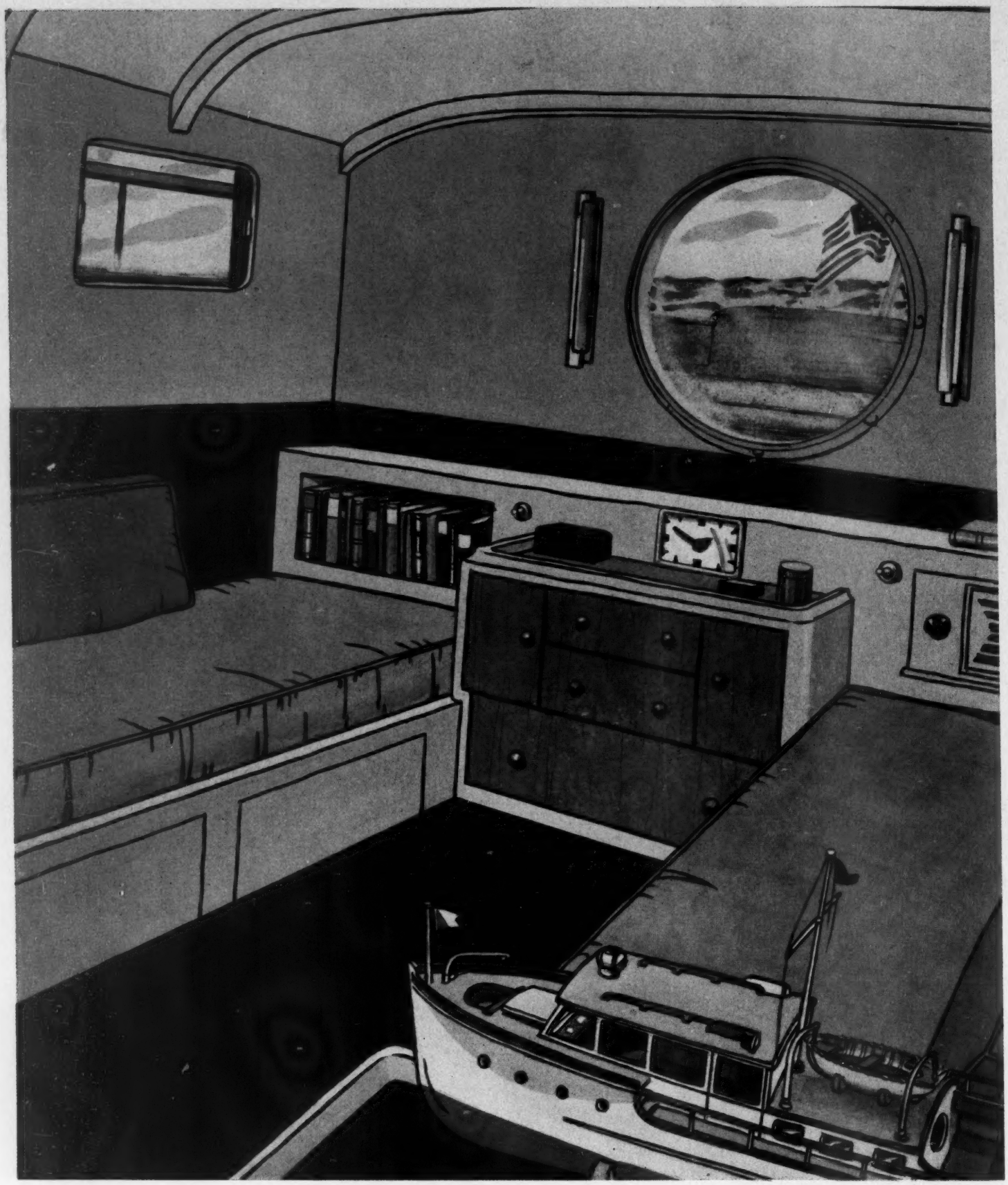
ASK THE MAN WHO OWNS ONE



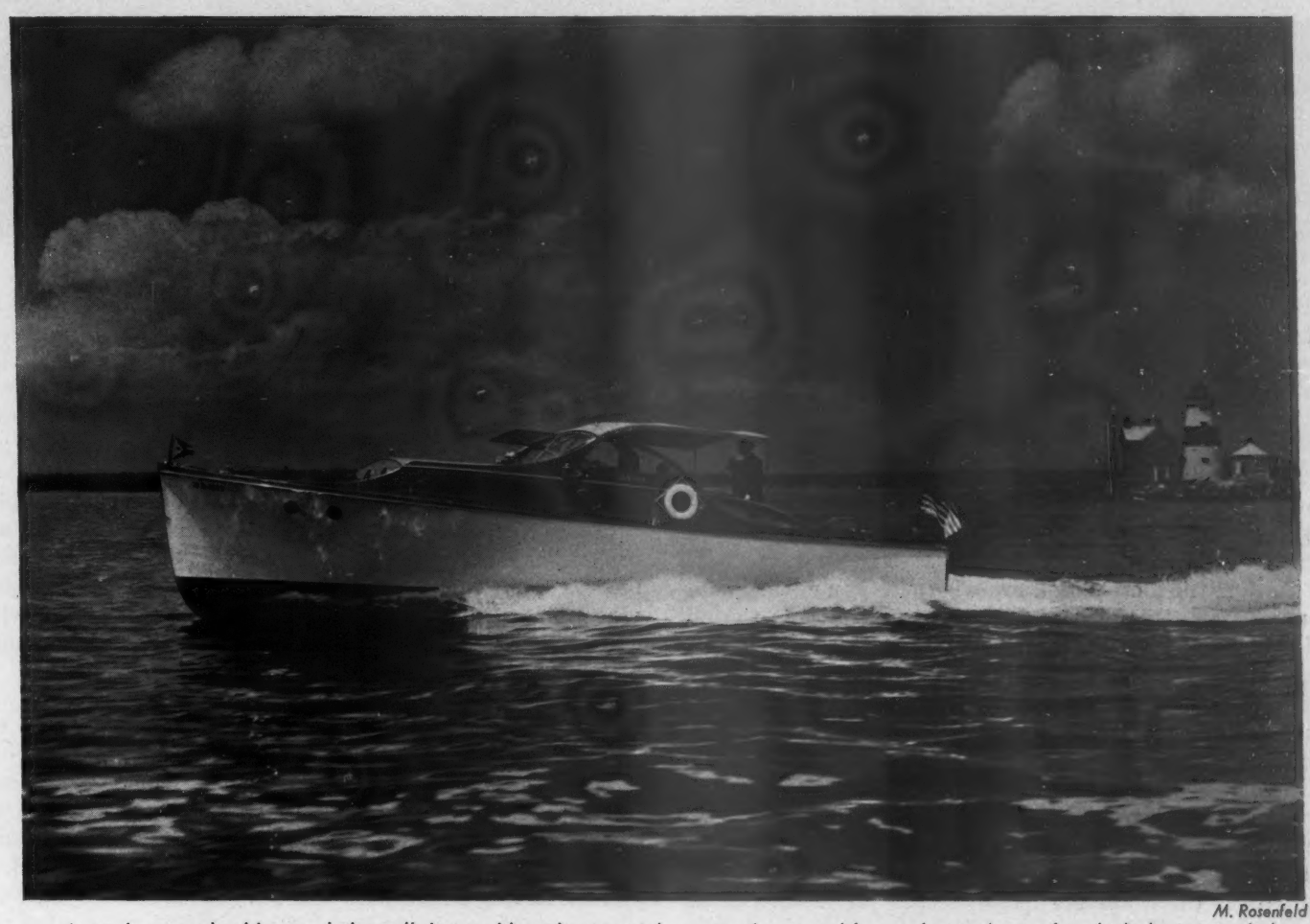
A DESIGN FOR LIVING

The after cabin of a motor cruiser treated in the modern manner, with wide flat surfaces and no "dust catchers." The model in the foreground shows how the large round port looks from the outside

From a painting by Harry C. Richardson

YACHTING

Volume LXV JANUARY + 1939 Number 1



M. Rosenfeld

A good cruiser should not only be well designed but pleasing to the eye and arranged for comfort in the use for which she is intended

COMFORT IN THE CABIN CRUISER

The More Important Factors Affecting the Pleasure of Cruising Under Power

By FREDERIC M. GARDINER

PRESERVATION of self is generally conceded to be the first instinct of man. If that is true, there is plenty of evidence that the instinct for comfort follows not far behind. In fact, there are instances on record which indicate that the instinct for comfort was so strong that it shoved the other instinct completely into the background.

Comfort is, of course, a purely relative term. A man who is accustomed to sleeping on a hard pallet cannot be expected to rest easy in a feather bed. But, while individual tastes differ, the problem of the designer in regard to comfort is to meet the taste of the average person, to make his boat as comfortable as possible for the greatest number. That statement will be challenged by those who consider that the designer's job is only to satisfy the prospective purchaser. But, unless he is completely a hermit, the purchaser will often take guests on board; if the yacht does not suit the comfort of his guests, he will soon wish he had a different boat. It goes without saying that building a boat is a coöperative job in which not only the designer and builder but the owner must work together harmoniously for the best results.

Hordes of window, cash, and credit shoppers are about to pour past the ticket windows into the Grand Central Palace for the annual New York Motor Boat Show. The Show presents an excellent opportunity to study boats from various angles and, particularly, for certain types of boats, from the point of view of comfort. I particularly recommend it to husbands and sons, inspired with a yen for cruising, who have reluctant wives and mothers. Here the ladies of the family can see the luxuries of a home afloat, the gadgets and wrinkles which delight the eye and appeal to the feminine love of coziness, without any fear of a passing wave rolling the boat down and depositing them on their beam ends!

I have chosen the power cruiser — and by implication the motor-sailer — for particular consideration because, both psychologically and physically, this type of yacht offers more latitude for ingenuity in matters of comfort than any other. Presumably, one buys a sail boat primarily because

M. Rosenfeld Photos

he likes to sail, a speed boat because he wants speed, a row boat for rowing. But it seems logical that if he buys a power cruiser, he does so because he wants to cruise in comfort; to go from place to place at a reasonable speed, with the privilege of using his yacht as a floating home at his pleasure. Comfort in a power cruiser assumes, therefore, greater importance than in other types. Furthermore, not to wander all over the lot, let us limit our discussion to power cruisers between 25 feet and 60 feet in length. That seems a logical limitation not only because yachts within those dimensions have become the most popular but because you cannot look for much real comfort on boats under 25 feet — some would think even that limit a bit low — and because, whatever difficulties may appear in providing comfort in the more moderate sizes, these difficulties rapidly disappear as the yachts get larger.

All sorts of stunts have been tried to increase comfort on small boats. Some, I confess, have on first glance offended my sense of the fitness of such things aboard ship, and I have been sceptical as to their value and doubtful of their practicability.

Sometimes there has been good reason for my reaction. But not always. Take venetian blinds, for example. When they first appeared on a yacht, they were greeted with a roar of laughter. But, as purely structural considerations may produce beauty, so the opposite may be true and I discovered on further investigation that venetian blinds are the most practical means for keeping below decks cool but at the same time well lighted. This is particularly true in southern waters, where there is an almost constant glare. They should, however, be arranged to work on slides, as otherwise they slat around annoyingly in rough water or a strong breeze.

The galley need not be large but it should be convenient, with everything within reach and arranged so that the cook can brace himself or grab a handhold when the boat is rolling and pitching

Comfort may be broadly defined as the opposite of discomfort. Let us take a look, therefore, at the major potential causes of discomfort in a power cruiser and see how they are, or can be, eliminated. These may be summed up as: rolling and pitching (to some the most important of all), engine vibration and noise, cramped quarters, a mess of gear below decks, poor ventilation, uncomfortable or wet bunks, and attacks by insects.

The first three factors are primarily engineering and architectural problems. An experienced yachtsman can tell by looking at the hull form what sort of action to expect from a given boat under varying conditions; but the average person cannot. It goes without saying that no moderate sized boat will be quiet in choppy water but hull form has a good deal to do with the degree of discomfort entailed. If you are having a boat built and tell your architect you want a comfortable, seagoing cruising boat, that is without doubt exactly what you will get; he won't try to turn out a 40-knot express cruiser which will heave about like a destroyer on the slightest provocation. If you are buying a stock boat, the best way to be sure of getting what you want is to "ask the man who owns one." One feature in connection with the motion of the boat is still subject to development, and that is the use of sail for steadying and auxiliary purposes. Even a rag of canvas stuck up on the toothpick mast prevalent on certain types of power cruisers will help surprisingly to ease rolling. In this respect, the advantage of the more or less complete rig of the motor-sailer is obvious. The mizzen of a ketch, sheeted flat, is a fine steadying sail.

In late models, both of stock and specially designed power yachts, the designers have largely eliminated both noise and vibration from the engine room. Engine rooms are soundproofed, with special soundproofing insulation, and engines are rubber mounted. Some even go so far as to mount not only the engine but the engine bed on rubber — to "float" them, is the term — reducing to a minimum vibration from the engine. Vibration may also be caused by improper selection or installation of shafts, propellers or rudders. That is an annoyance which will be discovered only when the boat is in operation; it can, and should, be eliminated at the expense of the designer and builder in custom built jobs and a clause in the purchase or builder's contract should guarantee *reasonably* vibrationless performance for a moderate period of time after the boat is put in commission.

What we are particularly concerned with in this discussion, however, are the arrangements for what may be called "housekeeping comfort." Those factors which are a constant

On facing page, two interesting interiors. In one, the stove adds much to the comfort of all hands in damp or cold weather; in the other, the ingenious desk is a feature. Above, a dinette arrangement, double, in a cabin cruiser. Right, an adjustable steering wheel, in position to be used with the helmsman accommodated on the folding seat, and with the wheel vertical and the seat folded up, out of the way

Above, the cockpit on a modern sport fisherman with the bait boxes and fish well, cushioned swivel chairs and the standing roof cut short to give the anglers plenty of room overhead. Below, a neat device for taking the dinghy aboard. The boat is pulled up on it by the painter, her keel taking on the small rollers. Then the whole rig, dinghy and all, is hauled up over the roller on the after end of the house top

joy, or a constant irritation, whether your yacht is tossing about making knots in a choppy sea or lying snugly at anchor on the mirror-like waters of a landlocked harbor.

The first curse to be avoided is cramped quarters for, if you start with cramped quarters, there's not much you can do about it. "How," you immediately ask, "can you avoid cramped quarters on a 25-foot cruiser?" That, I must admit, sounds like a tough one. But if you have inspected, as I have, some of the older boats of these dimensions and compared them with recent models, you must have noticed that a great deal can be done. Economy of space in a small cruiser means allotting to each department only the dimensions actually required for efficiency and comfort. The galley need not be 6 feet by 8 feet; nor the space for the helmsman 4 feet by 5 feet; nor the toilet room designed to accommodate a bath tub. Berths must be a good 6 feet 3 inches long for comfort, but they needn't be 4 feet wide!

You cannot expect to get the space in a 25-footer that you will in a 40-footer. If your pocketbook or other considerations dictate the smaller boat, the first thing you should do, reluctant as you may be to do it, is to make up your mind not to invite eight people to go cruising! Preferably, don't invite anyone; I can assure you that for single handed cruising a 25-footer is spacious. Oh, very well, if that's lonely and no fun, invite *one* and stick to it!

Cruising two in a well-designed 25-footer can be comfortable. Even three, if the three can get along without getting under each other's feet. A boat of this size can provide: locker and drawer space for two, two-burner cook stove, small ice box, toilet room, folding table, a space 2 feet 6 inches by 2 feet 6 inches for the helmsman, two full length berths, 2 feet 6 inches wide (or one full length double), and still leave adequate room for engine, boat gear and breathing space. Some boats of this size have accommodations for four

(Continued on page 206)

M. Rosenfeld

CRUISING HINTS FOR THE WEST INDIES

The view from the top of Brimstone Hill, St. Christopher, generally known as St. Kitts, where the old citadel stands, repays the visitor

PART I

By

SAMUEL ELIOT MORISON

AFTER cruising in the West Indies from November, 1937, to March, 1938, I am ready to pronounce them the world's best winter cruising ground for a Corinthian yachtsman. The Antilles have everything: scenic beauty, historic background, human interest, and superb winds. You have the advantage of blue water (and what blue!) between the islands and a new, fascinating port to put into almost every night. And it is a region where sail is still something more than a yachtsman's plaything; everywhere one finds traditional types of sailing boats going fishing and doing packet service.

Yet the information a cruising man wants is hard to come by. The good old *West Indies Pilot*, a mine of useful data on winds and currents, coasts and harbors, is meant for commercial vessels. None of the books on the West Indies have the sort of dope a yachtsman wants. So I have put together these notes in the hope of helping others to have a good time in West Indian waters, with a minimum of fuss and trouble. They represent my own experience last winter together with information gathered from local people.

The great bar to West Indies cruising is the difficulty of getting there. One needs a good sea boat to make the run south via Bermuda; and if you start from Florida or Nassau, you have a long, tiresome beat against the NE Trade wind and need all winter to get beyond Turks Island. Old Doc Chanca, fleet physician to Christopher Columbus, remarked that they had more fuss and trouble beating thirty miles to windward along the north coast of Hispaniola than during the entire voyage from Spain to the New World. Consequently, it is not wise to approach the West Indies "up hill." Hit the islands no further to leeward than St. Thomas; or, if you must, San Juan de Puerto Rico. If you come from Boston or New York via Bermuda, make for Anegada Passage and then sail down the line of islands, which form a natural climax in beauty from the Virgins to Grenada. That is better than steering wide for Barbados from Bermuda, as you break a long ocean voyage earlier and can see the islands both going and coming.

There are few sailing yachts above the small boat class kept in the West Indies; the only one I know of that can be chartered, and which has accommodations for four or five guests, is the old N.Y.Y.C. schooner *Sea Fox* (an iron boat of the *Constellation* vintage) owned by Captain Louis Kenedy of Barbados, formerly of Stamford, Connecticut. She trades regularly between Barbados and the British Leeward Islands but Captain Kenedy is willing to take small parties on special cruises. At St. Thomas, Crequé & Co. have the old 78-foot American schooner yacht *Cheerio* (ex-*Neaera*), which they sometimes charter but wish to sell. It ought to be practicable

One of the native dinghies photographed off St. Kitts. These boats perform the freight service between Basseterre, on that island, and the neighboring island of Nevis. Below, Anse à la Barque, Guadeloupe, is a well protected cove a few miles north of Basseterre

Courtesy, Nassau Information Bureau

Emerald Beach, Nassau, with its white sand and blazing tropical sunshine

to put a 40-foot boat aboard a steamer at New York for St. Thomas, which is the best place to begin a West Indies cruise, or for San Juan; but the inquiries that I have made on that subject are discouraging as to rates.

There is not much use in expatiating on the "ideal type" of boat for a West Indies cruise since, for most people, it will be a matter of what have you. We met an Englishman who cruises single-handed from Trinidad to St. Kitts in an 18-footer. As a general principle, I should say that any boat fit to cross the Bay of Fundy in summer will be all right for the West Indies in winter; but you will need something bigger to sail down there in comfort and safety. And the question of shipmates and crew is equally important. If you bring the boat down yourself, or on a steamer, it would be easy to obtain a colored cook at your first port for $25 or $30 a month, who would know how to prepare the native fruits and fish. During our stay at Antigua we engaged a native cook by the day, at a dollar per, and he proved satisfactory. There are some fine seamen, too, among the West Indies Negroes.

For equipment, I advise a gaff-headed rig, with no wire running rigging, and as few gadgets as possible, since repairs are difficult if not impossible to obtain except in four or five of the larger ports. The West Indies are unbelievably hot in the winter; your boat should, therefore, be painted white, and provided with awnings and windsails. Without the latter, the cabins would be unbearable. All openings should be screened against mosquitoes, which are bad in some ports and apt to come aboard in any of them. Electric light will save a lot of unnecessary heat; small electric fans should be provided, if you have enough power. Artificial ice may be purchased at the main ports of almost every island, at not more than Marblehead prices. Cooking gas cannot be obtained in the West Indies and shipping it down there proved expensive and troublesome for us. I should prefer any good brand of kerosene stove. Fritz Fenger used to cook on deck, native fashion, with charcoal, in one of the iron pots that are sold everywhere down there, set on a big wooden tray filled with sand. If I had a good stout boat with no fancy work, I should do just that. The heat of a coal stove would be unbearable in a small cabin. The climate is hard on bright work, and is not conducive to enjoyment when one is engaged in polishing brass.

Captain Kenedy tells me that the best season for sailing in the Windward and Leeward Islands is from February 1st

Native fishing craft of Antigua. English Harbor, with its old naval dockyard, is a fascinating place. It is twelve miles from St. John's

Sailing out of Castries Harbor, St. Lucia, into a white squall. St. Lucia is an exceedingly beautiful island

to June 1st. The NE Trades blow steadily and not too strongly, both night and day, and there is almost no rain. We experienced SE winds from the day we entered the trade wind area (about December 5th) until December 20th. After that they varied from E to NE, Force 3 to 6, and there were some exceptionally blowy days in late December and early January. It is uncertain when the NE Trades start. In 1936, they began in November; but in some years there will be variable winds from the easterly quadrants until well into January. Among the Greater Antilles, December and January are said to be the best months. I found February quite blustery along the northern coast of Hispaniola, and everyone said that late April and May were apt to be rainy. The *West Indies Pilot* will give you all the information you need about hurricanes, winds and currents; but it is well to remember when planning your cruise that the Greater Antilles, such as Puerto Rico and Hispaniola, break up the trade winds. You can count on an onshore wind by day and an offshore breeze at night.

\+ + +

SUPPLIES. We stocked up liberally with canned goods, flour in sealed tins, etc., at Boston — and overdid it. Almost everything you want, except fresh meat and milk, is to be had in the chief West Indian ports; and it is fun to try the foreign canned goods and native fish and fruits. You must bring with you a supply of paper cups and plates, which we could not find anywhere in the West Indies. Another good sea store was waxed eggs. We started with thirty dozen November 15th, and they did not begin to go bad until Christmas. Gasoline is to be found everywhere, at prices ranging from 18 to 50 cents a gallon; it was cheapest at St. Thomas and Port of Spain, Trinidad. At most places, it has to be lightered out in 44-gallon steel drums or one-gallon tins. Diesel oil can be found at Port au Prince, Ciudad Trujillo, San Juan, St. Thomas, Barbados, and Trinidad; possibly at a few other places. St. Thomas, still practically a free port, is the cheapest place to stock up; the popular brands of American cigarettes sell there for 60 cents a carton but American canned goods are considerably dearer than at home. As for alcoholic drinks, rum, of course, is the thing in the Antilles and, at most places except Jamaica, first-class rum can be delivered on board at $5 a case; Scotch whisky the usual drink of the native whites from noon on, is also cheap; English ale may be had reasonably at the British ports, and good Dutch bottled beer at the French and Dutch ones. French wines are cheap at Martinique and Guadeloupe, dear elsewhere, and bad everywhere, as the climate is too warm to keep light wines in condition. In general, if you are willing to eat what is readily available and don't insist on T-bone steaks and Grade A milk, provisioning will cost no more than at home.

At almost every port one or more blacks will row out with recommendations from other yachtsmen to be your purveyor. We found these fellows useful in obtaining ice and provisions, especially fish which has to be bought out of the boats, and poultry which can be purchased only on the hoof. The colored gentleman will clean or draw them for you. Invariably, he has a lady friend who will do your washing well in short order. But don't take anyone not recommended. The local boatmen will also row you ashore or put you aboard if you wish. The usual charge is sixpence per head each way. Offers of unwanted services are best met by firm refusal and going below; and let it be understood at once that no natives may come aboard or even grasp the gunwale unless invited. Otherwise they will run you ragged.

WATER AND HEALTH. These are the principal problems of the West Indies cruiser. Even the native whites boil the town water in all places mentioned here, except St. Thomas, Roseau, Bridgetown, Castries, St. George, Kingstown and Port of Spain. At these places (except Roseau), you can go alongside a pier and fill your tanks from a hose; at Roseau and elsewhere you must take your own kegs and bottles ashore and fill them there. Water is scarce in the Leeward Islands, where you can obtain a limited supply of filtered drinking water only at hotels or private residences. Fritz Fenger solved the water problem by rigging a sail or awning as a funnel to collect rain water from the tropical squalls and pour it into his tanks; but we weren't clever enough to do that and, in the Eastern Caribbean, there isn't much rain after January anyway. An oak keg and a couple of demijohns were a great help in obtaining limited supplies ashore, after

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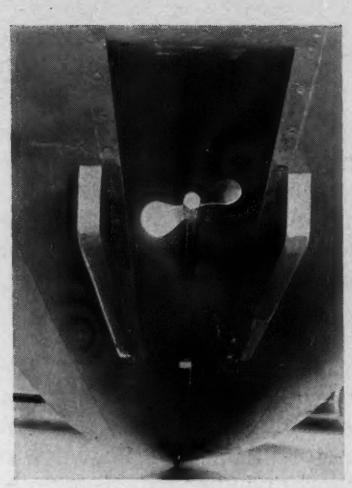
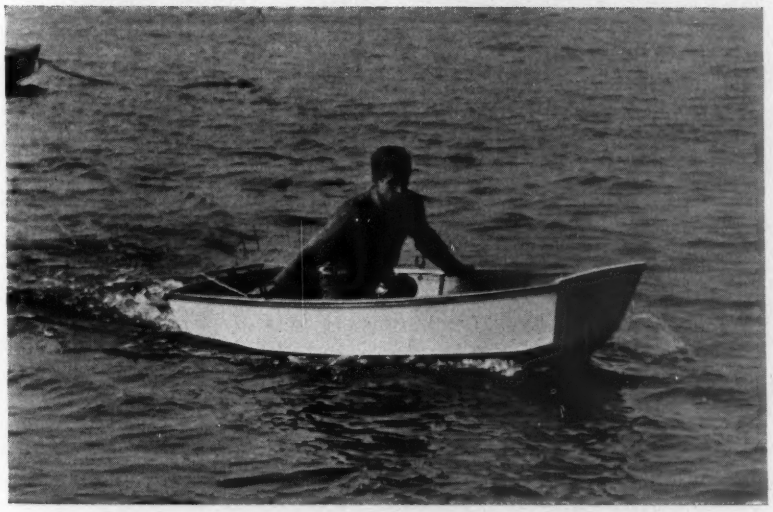


Bottom view of a tunnel stern skiff built by Boardman & Flower, of San Francisco, and powered with a little air-cooled motor. This boat can be beached and dragged over the ground without any damage to propeller or shaft. Right, trolling from a 15-foot inboard built by Lyman

BOATING UNCOVERS A FLIVVER

Developments in Small Inboard Engines Open Up New Fields for Boating

By RUFUS G. SMITH



Gurney's 8-foot pram powered with a ¾ horse power air-cooled motor, one of the world's smallest motor boats. Below, 60 miles on a gallon of gasoline is reported in these Gibbs semi-dory type skiffs

DOWN in a little tidewater town in New Jersey is a minister who was recently faced with the dilemma of his congregation and his town going from bad to worse through the demise of whatever industries had previously supported the community. He decided to supplement the usual prayers and supplications of his estate with action calculated to build a new industry and provide new jobs and new hope for the town. His proposal was that the town develop a boatbuilding shop to build not big boats, but little boats, lots of little boats with small 4-cycle inboard engines. He had seen a few little boats of that sort in local waters during the previous year or two; he had heard that they were inexpensive, comparatively easy to build and could be sold at a price well in line with any motor boat or boat and motor combination to be found anywhere. But, more important than that, he found that their owners went into rhapsodies about how easily the little engines started, how little gas and oil they used and how simple everything about them was; their installation, their operation, and their care. Altogether, they seemed to be an excellent proposition for a small town industry.

The minister knew a lot of people in his congregation who were crazy about boats and wanted boats — any kind of boats, but the cheaper the better, as few of them could afford to spend much for their pleasure. He studied a bit of naval architecture and spent a couple of hours a day working in a local boat shop to get some first hand information. His experience convinced him that the idea was a sound one and he's going through with the plan of putting the idle people of his town to work building little inboard powered boats. They won't be fast boats and they won't be fancy but, when their owners want them to go, they'll go. Every indication is that all over the country those little boats and thousands of others like them are going to increase rapidly the popularity of boating.

It would hardly be correct to say that small boats (from 8 to 18 feet in length) with little inboard engines are something new. They were popular years ago but, in the interim

A typical air-cooled motor installation in a boat built by Reinell

and until recently, they all but disappeared. However, there is a new factor, the tiny fractional to 4 and 5 horse power air-cooled motors which have nurtured the revival of inboard power for very small boats. These engines first came into the picture out on the Pacific Coast some six or seven years ago.

Not much happened for three or four years; growth of the movement was slow and localized, but about three years ago it jumped to Florida and since then it has mushroomed. Last year, one builder alone built over a thousand 12-, 14- and 16-foot open skiffs powered with little air-cooled inboard motors. At least sixty other builders throughout the country have also contributed to the revival of interest in little inboards. Nobody knows the grand total of boats built.

In the early era of small inboards, the engines were all water-cooled and were designed primarily, if not entirely, for marine use. They were great little workers when they ran — but many a headache went along with them.

The little 4-cycle air-cooled jobs, however, are really an entirely different proposition. Literally hundreds of thousands of them are built every year by manufacturers such as Briggs & Stratton, Wisconsin, and Lauson. Where do they go? What are they used for? They find their way into scores of different fields but the principal uses are as power units for washing machines, lawn mowers, garden tractors and various kinds of pumps. Only a small percentage have gone into marine service.

Since they are turned out by the hundreds every day, their price is almost unbelievably low, less than $50 for a one horse power engine. Unlike the larger inboard engines which have been converted or adapted for marine use, not a single part had to be changed or a single accessory added before putting them to work in little boats. Many of the engines have been precisely the same, whether pushing a little skiff on Pamlico Sound, operating a spray machine in Columbus, Ohio, or powering a small pump in Sioux City, Iowa. These engines are all single cyclinders and from ½ to 5 horse power each. There are vanes built into the rim of the flywheel which keep a constant flow of air moving back over the cooling fins on the cylinders. The high tension magnetos also work from the flywheel. Thus, there are no batteries, no water connections, no water pumps. Even the small gasoline tank is attached directly to the engine.

Of course, merely putting an engine in a boat doesn't make the boat run. There must be a shaft, a coupling, a propeller and a rudder, and it is a bit of a job to install them. However, these accessories are neither expensive nor complicated in the small sizes required.

The first of the revived inboard boats were largely of the more or less rough and ready type of boat, many of them flat bottomed semi-dory types from 12 to 18 feet in length and costing, complete with motor installed, from $150 to $300. These have been particularly popular with fishermen because they are so simple, dependable and inexpensive to operate and, most of all, because they can be throttled down to less than a mile an hour for trolling. Top speeds in these boats vary considerably according to the number of people

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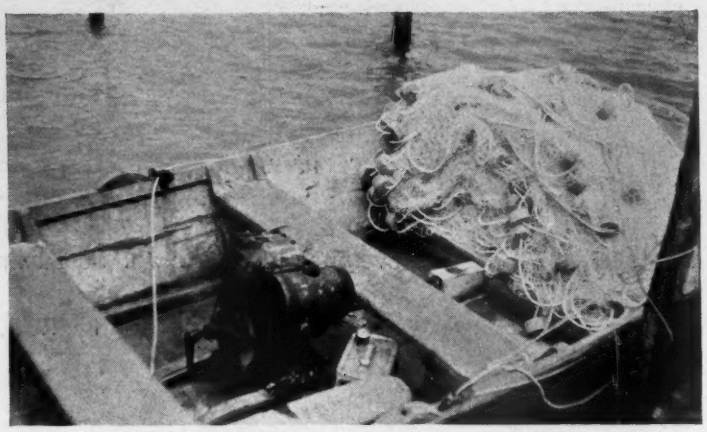


Commercial fishermen are most enthusiastic about the dependability and simplicity of little inboard motors. Below, several of the San Francisco Bear Class have installed air-cooled motors for auxiliary power

"Igdrasil's" twin spinnakers are hoisted with the jib and staysail halliards, the booms having goosenecks on the mast

"IGDRASIL'S" CRUISING KITES

By

ROGER S. STROUT

QUITE frequently nowadays one sees pictures of yachts under double spinnakers accompanied by articles eulogizing them as the inspired product of some master mind. Sometimes the writer even hints that he, himself, was the fair haired boy who discovered them. Now I have a pair of these heavenly twins, but I didn't invent them. Far from it. I wish I knew who did, for I have often wanted to give him a swift kick.

Doubtless some yachtsmen have had more experience with these sails than I but in the last eight months I have cruised 13,000 miles and have carried these kites whenever opportunity offered. They have been set for as much as two weeks at a time and, between Cape Town and the Line, they accounted for over 3,000 miles in one stretch, broken only by two stops at islands on the way. I like these sails very much, for certain purposes, but I am not blind to their shortcomings. It is time someone told both sides of the story.

As I do not like unnecessary gear, *Igdrasil's* spinnakers are set on the jib and staysail halliards, which limits their hoist to 30 feet. Twenty-foot booms are the longest that can be stowed comfortably on a 37-foot boat. They are also as long as one man cares to handle in a seaway, so the size of the sail is limited. This is, perhaps, a bit conservative, only 40 feet from tip to tip, but it has worked out as a fair average for a boat that carries only one suit. The sails themselves are of ten-ounce army duck and they were made by Governor Ross's Malay sailmakers at Keeling Cocos Island, who did a nice job of hand sewing on them. The booms, also worked out at Keeling, set to goosenecks on the mast and have a travel of 95°, though only a small portion of this is usable. Now for performance.

With the wind dead aft or up to two points on the quarter, they are perfection itself. Beyond that, the lee spinnaker begins to shiver along the hoist. This would be all right for day sailing but you can't let it go on for *weeks* or you won't have any sail! Hoisting it tauter and sheeting it flatter also helps, but such treatment shortens the life of the sail out of all proportion. Carrying the tack of the lee spinnaker to the stem head lets one go a little further, but that is the limit. So they do not do the work of a squaresail by any means.

For three years the easy part of my cruising has been in those gently caressing, but usually wholly inadequate, breezes that some humorist of a past century named the Trade Winds. Of course, when upset by some cyclonic disturbance, I have seen them blow a whole gale but on the average they blow a full sail breeze for *Igdrasil* only about one day in three. The rest of the time the gaff is slamming and the crew fervently hoping for more wind. It is under these conditions that the spinnakers shine. With the booms guyed solidly in place, there is nothing to slat and we amble along 100 miles a day and wonder how we do it. If we are lucky, the Trades may be blowing more to our liking and then we make up to 140 or 150 miles a day.

But such things don't last and soon the voyager finds himself in a part of the ocean which has sunrise and sunset squalls. Under twin spinnakers, you can meet a squall in either of two ways: take them in and get some fore and aft sail on her, or leave them up and hope they will hold. I have

(Continued on page 230)

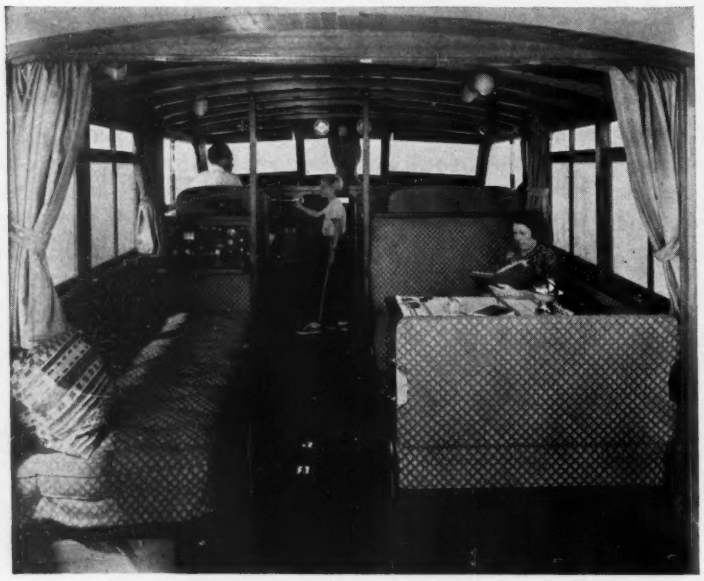
"Vera," recently delivered to her owner, Wallace A. Robinson, of Pompano, Florida, is one of the 1939 Elco fleet. She is a custom model of the 44-foot Cruisette, a fast and attractive motor yacht. She is driven by two Chrysler Majestic reduction gear engines which give her a maximum speed in excess of 22 miles per hour.

At the left is the yacht on her trial trip in Newark Bay and, below, are views of the deckhouse, looking forward, and the cockpit, looking aft. Equipment includes ship to shore telephone.

"Vera" made the trip from Bayonne to her owner's home in Florida under her own power.

"VERA"—

AN ELCO CRUISETTE



M. Rosenfeld Photos

USING YACHTS AS GUINEA PIGS

The Results of the George E. Roosevelt Series on Lake Michigan

By W. A. LIPPINCOTT

Chairman, Measurement Rules Committee
Lake Michigan Yachting Association

LAST summer, Lake Michigan was the scene of a most interesting experiment in handicapping yachts. Through the generosity of Commodore George E. Roosevelt, a trophy was provided for a series of races between selected racing and cruising yachts, under the auspices of the Chicago Yacht Club. The committee in charge of the races consisted of Hollis E. Potter, chairman, Clark C. Wright and Wm. Geo. D. Orr. Invitations were issued on the basis of size, rating, hull characteristics, general equipment, skipper, crew and racing reputation. Yachts of a wide variety of hull types were selected, excluding yachts with ratings so high or so low that the time allowance tables would become a considerable factor in the results.

Six or eight yachts from the cruising division and as many from the racing division were invited. Two regattas, the Daily News Regatta on August 27th and the Commodore Sheldon Clark Regatta on September 17th, were counted as one race, and two special regattas, on August 28th and September 17th were scheduled. In these, yachts started on their handicap times, the actual time of each yacht's start being used in figuring the results. Ratings were under the Lippincott Rule, as used in the 1938 Bermuda Race, with the following exceptions: the ballast-displacement factor was eliminated; the propeller allowance was 94 per cent for feathering and 92 per cent for fixed propellers; in the rating of racing yachts, such rating factors as beam, displacement, etc., were figured at their *actual* rather than at their *penalty* values. The committee reserved the right to postpone or order resailed any race in which the wind was either too light or too heavy.

The primary purpose of this series was to determine whether the rating values of the various factors of measurement of the L.M.Y.A. Rule, known as the Lippincott Rule and adopted last year by the Cruising Club of America, were accurate by extending them to limits far beyond those for which they were designed. This rule has been in use for the past three years on Lake Michigan, an unusually advantageous proving ground because the same boats race against each other in practically all of the season's races. It is, therefore, possible to observe the effect of rating variations on a sizable fleet in some ten or twelve races each year.

The rule has worked out with apparently excellent results on the Lake. While honors have been about even between the newer, more slender and so-called faster boats and the good old comfortable hookers, and while no particular type or design of hull has seemed to have any advantage over any other type, the rule has not, after all, been used to cover any great extremes of design either way. Slight inequalities in the values of the factors of rating might exist without detection as long as the application of the rule is limited to cruising yachts. If one wants a stay to withstand a load of 1000 pounds, he would test it with a load of 4000 pounds, knowing that if it withstood that stress it would certainly be good for the 1000-pound load. Much the same thought might be applied to rating factors. If we wish to be sure that our value of beam rating, for instance, is accurate enough to compare yachts whose beam differential is 10 per cent, we should attempt to rate yachts with beam differences of 50 per cent or more. Certainly, if the rule will provide equality of rating over that wide a range, not only in beam but in all the other rating factors as well, the error in the narrower range of variations found in cruising yachts must necessarily be negligible. Hence, a series of races was arranged between a group of racing boats which included a "Q," an "R," an "Eagle," an "Eight-Metre," a "Tumlaren," and a group of cruisers which included within itself boats of wide variation in hull form.

Luck did not appear to be with us at the start. The first race, the Daily News Regatta, was sailed on August 27th, in light winds. It was practically a drifting match from start to finish. It did not meet the 6- to 18-mile wind provision of the conditions and was tentatively set aside. The first Roosevelt Trophy Race was sailed the next day under ideal conditions; the first leg a reach, the second not quite dead to windward, and the third a spinnaker run, with a wind velocity from 8 to 10 miles per hour. *Lively Lady*, a "Q," was first to finish, followed closely by two cruisers and an "R" in what appeared to be a three-boat tie for second place. Due to differences between the scheduled and actual starts, however, corrected times gave the two cruisers second and third, and the "R" (*Yankee*) fourth place. The next race, the Sheldon Clark Regatta, was likewise sailed under perfect conditions — wind velocity being about 10 to 1 miles. The second of the Roosevelt series races was scheduled for the following day but was postponed to September 24th as a result of too much wind (28 to 35 miles). When Saturday rolled around, however, we were again confronted with winds in excess of the specified maximum but as the season was drawing to a close the committee decided to count the drifting match of the first regatta and throw in a race with a 20- to 25-mile wind to even things up.

The Roosevelt Trophy was won by *Lively Lady* and the prize for the best cruiser score by *Rubaiyat*. *Rubaiyat* was second on points in the combined fleet; *Betty Bro*, a centerboard cruiser, was third, and *Aquila*, of the racing division, fourth. To indicate the equality of ratings as between the cruisers and racing yachts, note the order of point scores for the entire series (*R* indicating racing boats and *C* cruising boats): R, C, C, R, C, R, R, C, C, R, C, R. With regard to the total point scores for the entire series, the racing boats averaged 22.67 and the cruisers 21.30.

While the foregoing is of general interest, it is not of great technical value. A measurement rule has two functions: first, the rating of potential speeds under an average of all points of sailing; second, the control of design.

Inasmuch as the Roosevelt series constituted a test of the rating factors only, we are interested in the results merely as they concern the rule as a speed formula. While the point system may be a satisfactory method of selecting a trophy winner, it does not necessarily prove much about the actual rating values. We must, therefore, consider corrected times and corrected speeds for that purpose. Space will not permit a complete tabulation of all the corrected times and speeds but the following averages will be interesting. In obtaining these averages, the total corrected time of all yachts in each division in any one race was divided by the number of yachts finishing in that particular division. This was necessary

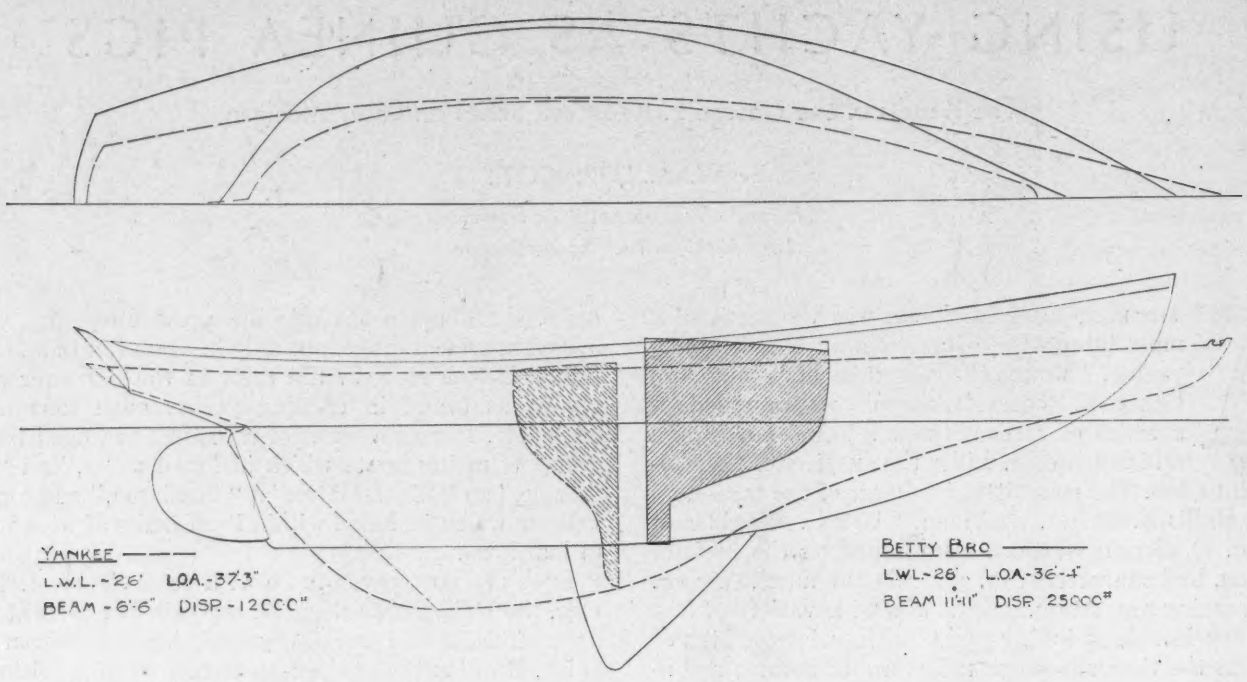


Figure 1

because it was impossible to get them all out for every race.

		Average Corrected Time	*Average Corrected Speed*
August 27, 1938			
Daily News Regatta	*Racing*	4:35:34	2.62
(12 nautical miles)	*Cruising*	4:46:25	2.51
August 28, 1938			
George E. Roosevelt Trophy	*Racing*	2:19:09	5.17
(12 nautical miles)	*Cruising*	2:20:41	5.12
September 17, 1938			
Sheldon Clark Regatta	*Racing*	2:01:21	5.94
(12 nautical miles)	*Cruising*	1:57:13	6.12
September 24, 1938			
George E. Roosevelt Trophy	*Racing*	1:26:17	5.21
(7.25 nautical miles)	*Cruising*	1:22:56	5.31

These results are, in my opinion, somewhat amazing and show an even greater equality between the two divisions under the rule than do the point scores. The total corrected times of eighteen starters in the racing division was 48:07:36 and of twenty-two starters in the cruising division 59:52:43, or an average of 2:40:25 for the racers and 2:43:18 for the cruisers. The difference is 2 minutes 53 seconds, or 1.77 per cent in favor of the racing boats.

To consider a few individual cases, *Lively Lady*, a "Q," defeated *Rubaiyat*, a cruiser, by a difference of 3 per cent between their total corrected times for the four races. *Yankee*, an "R," sailed *Betty Bro*, a beamy cruiser, practically even for the series, beating her on average corrected time by only three-quarters of one per cent; whereas *Betty Bro* beat *Aquila*, a smaller boat similar to *Yankee*, by less than 4 per cent. See Figure 1 for comparison of *Yankee* and *Betty Bro*.

An interesting fact, brought out by the above averages of corrected times and speeds, is that, in the slowest race (on August 27th), the racing boats averaged 2.62 m.p.h. as against 2.51 for the cruisers, a difference of 4.36 per cent in favor of the racing fleet. In a faster race, on August 28th, average rates of speeds were almost equal: 5.17 m.p.h. for the racing fleet and 5.12 for the cruisers, a difference in favor of the racers of .96 per cent. The fastest race was that of September 17th, with wind velocity of 12 to 14 miles, in which the cruisers outsailed the racing fleet by nearly 3 per cent. With a wind velocity of 20 to 25 miles on September 24th, however, the fleets were more nearly even in corrected speeds, the cruisers coming out ahead by 1.88 per cent. Thus the racing boats were faster in the two slower races and the cruisers had the best of it in the two faster ones.

These results might well lead to the conclusion that the rule has already been developed to a state closely approaching perfection. Unfortunately, this is not the case. While it probably rates the potential speed of yachts far more accurately than the Universal Rule or any rule which has previously been used in this country for cruising yachts, it still requires polishing up.

In this series, for instance, the ballast-displacement ratio factor was eliminated since it was not found sufficiently accurate to cover the wide variations in competing hulls. The cruisers, therefore, suffered a rating handicap as a result of the absence of any credit for the weights of their bulkheads, stoves, motors and other cruising fittings. Under such circumstances, they should have been beaten by at least 5 per cent, if all other rating factors were correct. It so happens, however, that there is a compensating inequality in the rule which favors the cruisers. That inequality lies in a rating for sail area which is less than its value. The former Cruising Club Rule, which was in use on Lake Michigan some years ago, rated canvas at about 50 per cent of the rating provided by the Universal Rule. Various calculations and comparisons, made when the newer rule was developed, indicated that the canvas rating of the Universal Rule was just about par. However, doubling the rating of canvas appeared to be a somewhat drastic step to take all at once so it was decided to start the new rule off with an increase of about 66 per cent over the old rule. It has now become obvious that our first estimate of canvas value was about right. Thus two major inequalities in the rule are nearly balanced. Correcting them will be a comparatively simple matter and we believe that, with these corrections and a few others of lesser importance, we shall have reduced the measurement of yachts to something more nearly approaching an exact science. This, however, applies only to the measurement and rating of hulls. There is still a big job ahead in connection with the problem of determining, by measurement, the exact driving power of

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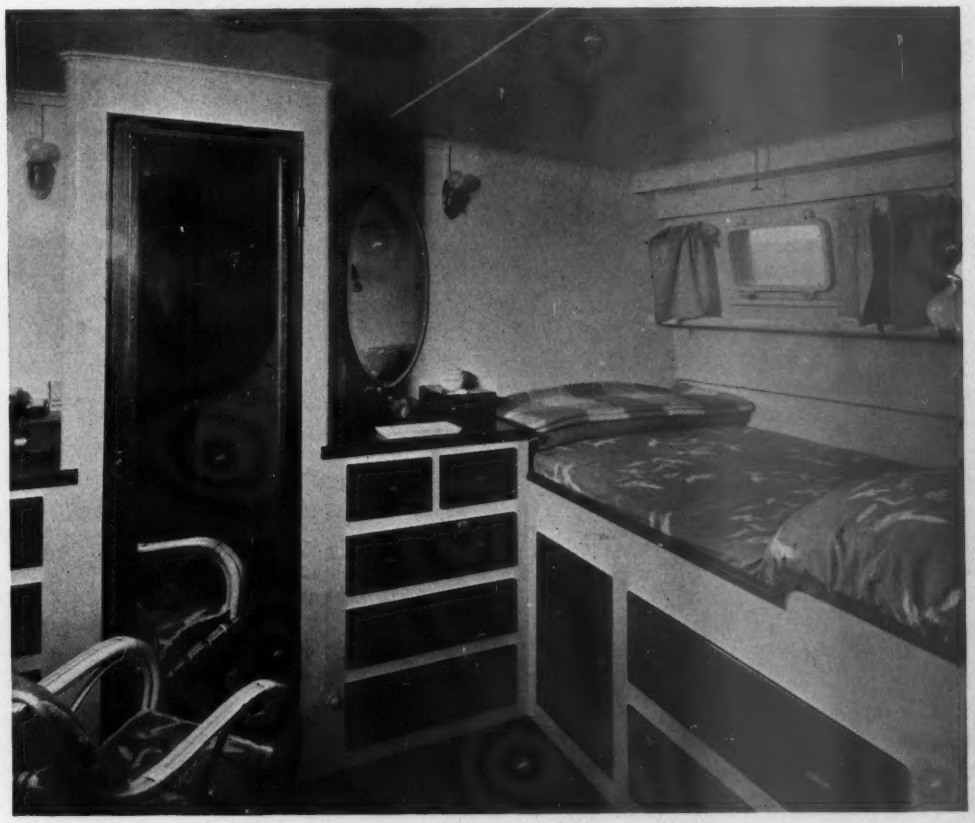
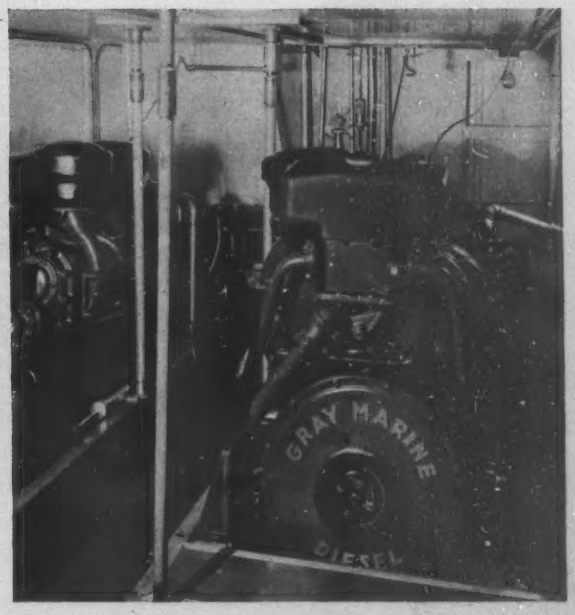
"BARAT"—A DIESEL CRUISER



This interesting yacht is owned by E. P. Hammond, of Detroit, for whom she was designed by John L. Hacker and built by Robinson Marine Construction Company, of Benton Harbor, Mich. She is 65' 0" in length over all, 15' 6" beam and 4' 0" draft. Two 165 hp. Gray Diesel engines give her a top speed of 16 miles per hour and she cruises at a 14.5-mile pace with the engines developing 124 hp. each. Equipment is complete and great care has been taken in sound and heat insulation.

"Barat" has been in service since August, cruising in the Great Lakes. She left for Florida not long ago, via the Mississippi to New Orleans, across the Gulf and up the coast to Fort Lauderdale.



At the time of the race, the "Hesper" was only two years old. Designed by Dennison J. Lawlor, she was long considered the fastest of all pilot schooners

THE FIRST FISHERMEN'S RACE

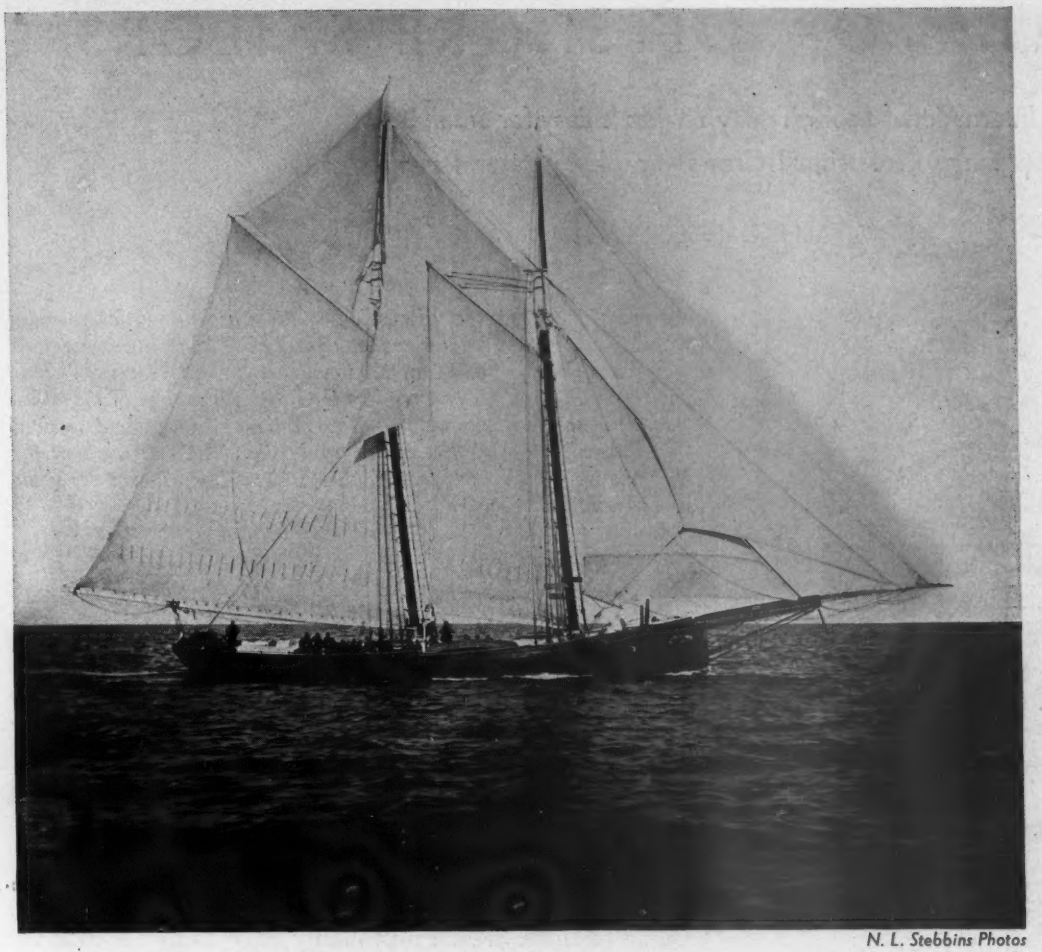
By

CAPTAIN CHARLTON L. SMITH

A FEW weeks ago — on November 14th, to be exact — Captain Thomas Francis McManus died at his home in Milton, Mass. Born in 1856, he was one of the five sons of John H. McManus, leading Boston sailmaker of his day and a widely known designer of sailing craft. Tom McManus designed more than 400 schooners, many of them exceedingly fast vessels. Among them were the famous *Esperanto*, the *Elizabeth Howard*, the *Regina*, *Oriole*, *Ajax* and *Arethusa*, the long-ended *Helen B. Thomas* (the first "Knockabout" fisherman), and the pilot schooner *America*. The renowned Edward Burgess sought his help when he designed the *Carrie E. Phillips*, built to challenge the champion fishing schooner of the day, and from 1900 to 1920 some 90 per cent of all the fishing schooners built on the Atlantic coast were of the type conceived by "Captain Tom." And he was responsible for the first fishermen's race.

Away back in 1886 — I remember the race well — the first great fishermen's race took place on the waters of Massachusetts Bay. True, Bill Swan has dug up records of a race for commercial vessels in 1842 and in 1848. But, as the records of those events say merely that that first race was won by the pilot boat *Breeze* and the second by the pilot boat *Globe*, it is safe to say that the memorable gathering of vessels on Saturday, May 1st, 1886, with but one pilot boat sailing with ten fishermen, was the first fishermen's race held in this country.

Tom McManus was then only 30 years old. Like his honored father, he had been a keen whittler of yacht and fishing vessel models. They were both in business on Commercial Wharf, Boston, the father being the foremost sailmaker in the East and the son, at that time, a wholesale and retail dealer in fish. Tom's store was on piling over the waters of Commercial dock and its front door was on Atlantic Avenue. In the little glass-enclosed cashier's cage of this store gathered such men as Dennison J. Lawlor, Aubrey Crocker, Adolphus G. ("Dolly") McVey, Charlie Barr, Arthur Dana Story, Malcolm Campbell — in short, all the worth while men in the nautical life of Boston.



N. L. Stebbins Photos

first, she gets the cup; if it should happen to be a fisherman, she gets the cup and $100 as well."

General Charles J. Paine followed promptly with $100, as did Nathaniel Thayer, J. Montgomery Sears, Commodore H. S. Hovey, owner of the schooner yacht *Fortuna*, Charles A. Longfellow, of the sloop *Alga*, George Ripley Howe, of the sloop *Hera*, E. V. R. Thayer, Henry D. Burnham, of the schooner *Mohican*, and many other well-known yachtsmen and some of the wholesale fish dealers. In next to no time there was a fund of $1,500.

A dozen fishing schooners entered, as did the beautiful two-year-old pilot schooner *Hesper*. *Hesper* was the last word in pilot boats, as was the *Gitana* in yachts, of that wizard of his time, Dennison J. Lawlor. The names of the fishing schooners and their masters were: *John H. McManus*, Captain Johnny O'Brien; *Sarah H. Prior*, Captain Tom McLaughlin; *Gertie S. Windsor*, Captain Maurice Powers; *William Emerson*, Captain "Bat" Whalen; *Belle J. Neal*, Captain

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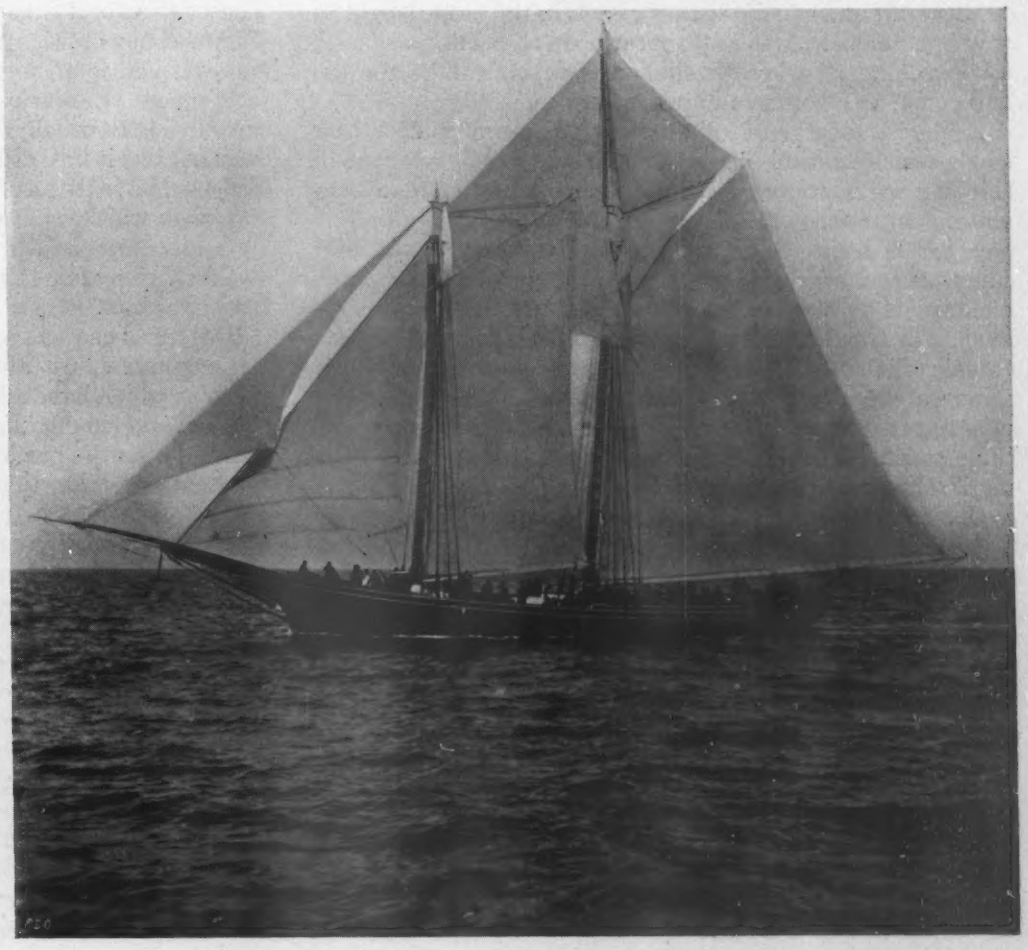
The new schooner "John H. McManus" finished about two miles ahead of the "Sarah H. Prior," below. The "Prior," nicknamed the "Old War Horse," had been the queen of the fishing fleet for a number of years. Both vessels were built from plans drawn by Dennison J. Lawlor

It was the last week of April; a strike of the fish handlers was on; skippers and crews were restless. Discussion was rife as to whether the "Old War Horse" *Sarah H. Prior*, hitherto queen of the fleet, was superior to the new schooner *John H. McManus*. Both were from Dennison J. Lawlor's designs. Tom listened to this and, as he couldn't bear to see the fleet idle, he put his shoulder to the wheel and, with little time for preparation, had a race on for the coming Saturday. He allowed the vessels to haul out and clean and all but one dory to be taken ashore but anchors and cables had to remain on the bows. He went to Commodore J. Malcolm Forbes and, in the straight-to-the-point way that was his all his life, made his proposition.

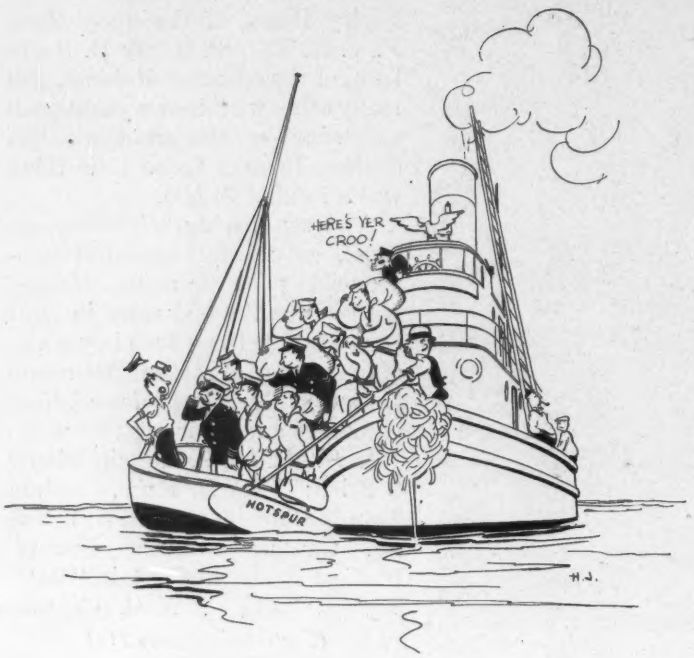
Commodore Forbes started things with a contribution of $100, the race to be open to all two-masted working vessels. And, as Tom started for the door, he called him back and said: "I should like, also, to give a cup of the value of $100. If the pilot boat *Hesper* comes in



DUCK SOUP FOR OFFSHORE SAILORS

New International Labor Treaty Makes It Easy for Small Boats to Ship Large Professional Crews for Blue Water Passages

By ALFRED F. LOOMIS



NOTE: *The treaty under discussion contains a clause which provides that "national laws or regulations may grant exceptions and exemptions in respect of vessels of less than 200 tons gross registered tonnage." It is hoped that Congress, when it realizes the full implications of the situation, may grant such exceptions and exemptions at its present session. It is to show the absurdities of the application of the treaty that the author has written this article, which we commend to the members of the Seventy-sixth Congress.* [Editors]

HAVE you heard the good news? Last June Miss Frances Perkins, Secretary of Labor, prevailed upon the United States Senate to ratify an international labor treaty, one clause of which affects owners of yachts, fishing craft and small coasting vessels in the most delightful way imaginable. It is also a great boon to seamen, artisans, laborers, and all whose livelihood is dependent on the use and construction of small craft.

Beginning next November every vessel, no matter how small, which ventures on to the high seas will be required to ship a crew consisting of "competent" master, mate, engineer and assistant engineer. But this isn't all. The treaty, which becomes "the supreme law of the land" and supersedes all others on the subject, recognizes the fact that seafaring is hard work and limits the hours of a man's labor to eight in twenty-four. Hence if a vessel's course takes her outside of inland waterways for a day or more she must have three watches in regular rotation. So the watch list will comprise one captain and three mates and one chief engineer and three assistants. That's eight men to man a little cutter like my *Hotspur*, which measures 26 feet water line.

Don't think for a minute that I'm opposed to the new treaty. You won't catch me giving up offshore cruising and racing because I am unable to afford one paid hand for my boat, let alone eight. There have been times when I wasn't sure whether Miss Perkins was a Fascist or a Communist, but I've always been for her 100 per cent. If there were more enlightened women like the Madame Secretary in public life, there wouldn't be any labor problem.

Now take the cruise I'm planning for 1940, the first yachting season after the new law has become effective. I'm going to spend a month cruising in the Chesapeake. To get *Hotspur* there from Long Island, I'll have to take her outside from Sandy Hook to the Delaware River. Head winds might delay me and I would be unwise to figure on making the outside jump in less than twenty-four hours. Such being the case, I expect to hire eight men for the job. I doubt if the seamen's unions will let me engage them on a daily basis and so have reconciled myself to the idea of taking them on for a month. Anyway, I'll need them again for the return trip and wouldn't like to gain the reputation of being parsimonious. An unpatriotic man in my case might lay his boat up permanently and take his family to Germany or Russia on what it would cost to hire the men. But I wouldn't do that. I want my children to stay home and breathe the free air of a Republic.

Come to think of it, I'll probably have to hire a cook to prepare food for my master, mates and engineers. When my wife and I cruise alone, she does the cooking but she'll have to stay home this time because she isn't a union man. So will the children. They'll all stay home breathing the free air that I just mentioned. At that, there'll be ten of us aboard and you can't expect a good cook to wash up after so many. I guess I'll have to sign on a mess boy, which will make eleven in all, if you count me.

We now approach the problem of accommodating our crew in a boat which is designed to sleep three. The mess boy may not like it but, as he is a supernumerary not required by law, he'll have to make the best of it. He'll bunk down in the fore peak which, in *Hotspur*, is about three feet fore and aft by a maximum width of four feet and an average depth of two feet. If my mess boy happens to be a dwarf, so much the better for him.

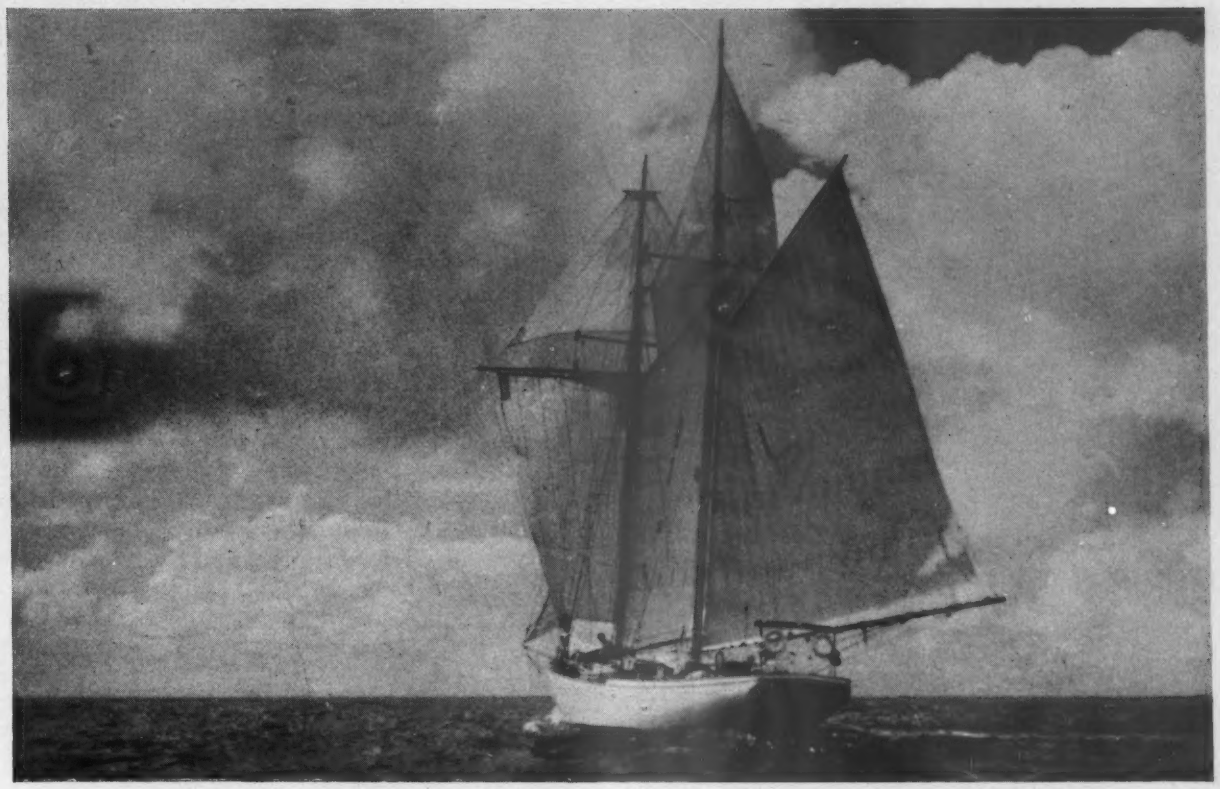
Structural changes will be required to berth the mates and the engineers. Just abaft *Hotspur's* fore peak are my two sail bins which have a length of nearly five feet. I'll take the sails ashore, rip out the bins and install pipe berths, two on each side. As the headroom is fully three feet at this part of the boat's interior, there'll be plenty of room for upper and lower berths.

The captain, of course, rates a compartment to himself, and I plan to sleep him in the clothes locker. He'll be more comfortable if he curls up like a honey bear with his nose between his paws but, if he insists, I can suspend him on a coat hanger with his legs bent. This will mean that I'll have to send my yachting coat and flannel pants to the Chesapeake by mail.

By taking out one shelf, I expect to be able to accommodate the chief engineer, who also rates a separate stateroom, in the ice box. There's not much air in there when the door is closed but it's cool and at least the chief will have the satisfaction of knowing that he can't roll out on either tack.

Oops, my dears, I've miscounted. There are three mates

(Continued on page 204)



"Chiva" reeling off the knots with everything set, squaresail and raffee pulling splendidly

SOUTH SEA STUFF

Part I—Through the Caribbean and the Canal to Galapagos

By GEORGE F. ADAMS

SO FAR as I was concerned, it all came about through the Corinthians. Late in the fall of 1936, this organization had a call for a skipper-navigator for the yacht *Chiva* which was about to sail from Gloucester, bound for New Guinea. As it promised to be the kind of a voyage through the South Seas of which I had been dreaming for years, I took my courage in both hands, severed all connections in New York and signed on. I am glad to say that I have never regretted it. In less than three weeks of frenzied preparation, we were under way. The subsequent voyage, which carried us through the Caribbean, the Panama Canal and across the Pacific, eventually terminated in Manila. We covered, all told, some 15,000 miles and visited between thirty and forty different foreign ports. It was a cruise such as many yachtsmen dream of but few realize; an adventure packed with fascinating experiences and new and varied aspects of seafaring life, some of which I want to tell you about.

First of all, a word or two about the circumstances which led to the voyage and the ship herself. At the time I signed on, *Chiva* had been recently acquired by Mr. and Mrs. Frederick E. Crockett, who proposed to undertake an expedition to the Western Pacific for the purpose of conducting anthropological research among the natives of Dutch New Guinea. Next to Greenland, New Guinea is the largest island in the world; it is over 1200 miles long and largely unexplored. The party was known as the Dennison-Crockett Expedition and was sponsored jointly by Mrs. John Hopkins Dennison and the Academy of Natural Sciences of Philadelphia. There were seven of us all told, including, besides the Crocketts and myself, Mrs. Lloyd Lowndes of New York, assistant anthropologist; Dillon Ripley, also of New York, ornithologist; Charles Smith and Doane Nickerson, both of Gloucester, engineer and cook, respectively.

Chiva was an Alden-designed, gaff-rigged schooner, somewhat of the Gloucester fisherman type, with short overhangs and a small break in the deck just forward of the mainmast. About 60 feet over all, with 15½ feet beam and a draft of 7½ feet, she was, to my mind, an excellent example of Mr. Alden's ability to turn out a fine, comfortable and able little ship for extended deep water work. With the conventional four lowers, fisherman and jib topsail, I found her stiff and weatherly under all conditions. She carried her sail extremely well, was easy to handle and steered with less effort than any ship I have ever sailed. Her foresail was large in comparison with the main and not just a narrow strip of canvas, a desirable feature, in my opinion. Her generous beam gave plenty of room in which to work and handle sail even though we carried two dories nested one inside the other and a large quantity of non-perishable supplies in wooden cases lashed alongside the cabin trunk. Instead of davits, we carried two pairs of burtons (rigged in usual fisherman style from the spreaders) and found them much better, not only for getting the boats aboard but for loading supplies and handling other heavy weights about the deck. The only other feature of our rig which was not strictly conventional was a yard about 30 feet long on the foremast on which we set a large squaresail and raffee. Both of these sails proved to be invaluable when running in the Trades and for general offshore work. They handled entirely from the deck and could be easily set and furled by one man. The

In the Gatun Lock chambers, with their towering concrete walls and immense gates, "Chiva" seemed almost lost

squaresail hauled in and out along a wire stay on the under side of the yard and brailed in and furled against another stay on the forward side of the foremast. The raffee was especially good in light airs and, with the yard well braced and the weather sheet slacked off a bit, would draw beautifully with the wind only a point or so abaft the beam.

Those who are used to spinnakers and parachutes, which are impractical in a heavy sea, cannot possibly understand the ease and comfort of steering under the square rig. There is no gaff slatting about, little tendency to yaw and no fear of jibing. Sometimes, in the Trades, where we had the wind aft for weeks at a time, we used to furl the mainsail and spread an awning over the cockpit. Under these conditions, the helmsman's job was just about ideal. There can be no doubt that squaresails are the real passage makers on a long voyage. Once set, they require practically no attention and are efficient if large enough. One man on deck is all that is necessary and even he can leave the wheel for long periods as there is nothing to jibe and the vessel stays on her course almost automatically. The rig, however, has one disadvantage: a tendency to cause bad rolling in a heavy sea. In an attempt to prevent this, we sometimes kept the foresail set and sheeted down flat, or even the mainsail and fisherman when they would draw. With the wind on the quarter, we found this an ideal combination.

Of course, the yard, extra blocks, lifts, braces, etc., of the square rig added a lot of windage. *Chiva* could not point and was slow to windward in comparison with the modern Marconi-rigged yawls and cutters. However, in going across the Pacific in the Trades, there is little or no windward work and as for speed — if you want to win races, that's one thing, but on a long voyage it matters little (to me) whether a given passage takes ten days or twelve. In this, I realize that I'm probably in the minority but I fail to see why the ever increasing mania for speed should be injected into something which, after all, is supposed to be a recreation and a pleasure; particularly at the expense of comfort, certainly a matter of primary importance on a long cruise.

For power, *Chiva* carried a 28 hp. Diesel housed under a table in the galley which is the most unhandy and thoroughly damnable arrangement that could be devised. When running well, which was seldom, it made the galley dirty, smelly and unbearably hot in the tropics; and when undergoing repairs and adjustments, as it frequently was, it made cooking or any sort of work in the galley out of the question. Fuel for cooking is a problem on a trip of this extent as hard coal cannot be obtained in the Pacific; besides, in the tropics, you want a fire that can be put out as soon as the meal has been prepared. We used the regular kerosene burners supplied for a Shipmate stove and found them satisfactory. Kerosene can be obtained anywhere and the five-gallon tins in which it comes are one of the most valuable articles of "trade" in the South Seas, particularly in the western islands. There is little a native will not do or give you for a few old five-gallon tins. They use them principally as containers for water and food, and they also make

The famous letter box in Post Office Bay, Floriana. The original box dates back to the days of the whalers

small stoves out of them. We carried Diesel oil for about 1000 miles and a water supply upwards of 800 gallons, a liberal allowance for a boat of this size. *Chiva* also had a tremendous amount of stowage space and, when we left Gloucester at the end of November, 1936, we had aboard almost two tons of assorted food stuffs, a well stocked library, a large quantity of photographic apparatus, medical supplies, etc., and still had plenty of room for personal gear. In short, I found *Chiva* ideal for the purpose for which she was designed, a long deep water voyage.

Not wanting to go around Hatteras in the middle of winter, in a strange ship with a green crew, we headed south through the inland waterway, taking our final departure from Beaufort, N. C., on the afternoon of December 12th, 1936.

We were in the Gulf Stream the first night out and I must say it ran true to form. Hard puffy rain squalls, shifts of wind and short calms. After two days of this, we were well out of the Stream and figured that we were due for some decent weather. We did have one good day, most of which I

spent at the foremast head admiring the wide expanse of lovely bright blue water and the sharp clear cut horizon. Then we ran into a widespread area of thunder squalls, the wind meanwhile having gone around from the NE quarter to almost due south. All we could do was tack back and forth across it and get nowhere. One day we made only 38 miles from noon to noon.

We sailed along the north coast of Cuba, headed for Cape Maysi at the eastern end. The Trades were a great disappointment. They are supposed to blow from the NE, but were definitely SE or almost dead ahead for a few days. Cuba looked mysterious and interesting from our position about ten miles offshore. Ranges of high mountains, one behind the other, fading off into the distance; the whole topped with silver gray clouds and pale blue sky in the late afternoon sunlight. On December 19th, we came through the Crooked Island Passage but there was nothing to see. I spent most of the afternoon at the masthead looking for land but was disappointed. Either the land is low or we were right in the middle of the passage. However, the landfall was good, as after dark the light on Bird Rock showed up brilliantly right where it should have been.

We picked up Jamaica about sunrise of the 22nd after a horrible night of rolling under the square rig. Rounded Morant Point at breakfast time and sailed all day along the coast, completely captivated by the beauty of it. Towering high mountains, range upon range of them, with deep valleys between and little plantation houses perched thousands of feet up, overlooking the sea. Clouds obscured the peaks and sometimes we could see two or three showers going on at once while elsewhere, often lower down on the same mountain, the sun was shining brightly. There were gorgeous rainbows, sometimes stretching in wide arcs across the sky and again only in little patches where there was a local rain. Jamaica is a beautiful island.

A day or two before Christmas, we arrived at Kingston, where a stop of about a week was made to pick up the two ladies, who had gone ahead, and to make minor repairs and adjustments to the rigging and other gear. We lay off the Royal Jamaica Yacht Club, which excelled in service and hospitality. The utmost courtesy was shown us by Commodore Robertson and the other members and it was a delightful stay. Here we left two temporary members of our crew and proceeded with the two ladies on board. At this point, I imagine I can hear some old shellback begin muttering in his beard about "ships and women" but, regardless of popular opinion, I should like to go on record to the effect that in this case, at any rate, it proved to be a happy combination. Although Charis Crockett had never been to sea in a small boat and Marion Lowndes had done little offshore sailing, they both acquitted themselves with great credit. They stood their regular watches of four on and eight off for over a year and steered a better compass course than many men I have sailed with; they would go aloft at night or out on the bowsprit end and they were never seasick and never complained. What more could one ask?

Being favored by a somewhat better slant in the Trades, we made a fair run to Panama. Here occurred, so far as I was concerned, the first really thrilling episode of the voyage, the passage through the Canal. It's an interesting experience even in a large steamer and doubly so in a boat the size of *Chiva*. Colon, on the Atlantic side, was about as I remembered it from the old days in the Navy — a saloon on every corner and several in the block. We stayed there only long enough to make the necessary arrangements and to take on fuel oil and a pilot. The pilot is not compulsory for a vessel of *Chiva's* size but, since the pilotage fee is included in the Canal toll, you might just as well take one. It makes you feel

(Continued on page 241)

We made our Galapagos landfall on Kicker Rock. San Cristobal Island is seen in the distance. Below, there was plenty of snow on deck the morning after leaving Gloucester

M. Rosenfeld

A start of the 225 Class, popular both in the United States and Europe

THE OUTLOOK FOR THIS YEAR'S RACING

By

GEORGE W. SUTTON, JR.

RIGHT now the gentle art of prognostication is the world's most hazardous occupation. Anybody who tries to foretell the future by even an hour is sticking his neck out in no uncertain manner. However, let's take a whirl at it.

There will be no Harmsworth Race this year. The hope that springs eternal in the breasts of the Detroit enthusiasts seems doomed to wither for the coming twelve months. But in 1940 — ah, that is another matter! Knowing it will be forgotten even a few hours hence, let's go right off the end of the dock with a prediction that twenty-one months from now Gar Wood, with a new smaller and lighter craft, *Miss America XI*, will find himself defending the trophy he has held for nineteen years, against two boats from England, one from Italy, one from France and one from Canada. This is all dream stuff but it is amusing to toy with it. And it has some basis in reason.

A few weeks ago, I was talking with Reid Railton. He is the young British engineer (I call him the English George Crouch) who did all the engine work on Sir Malcolm Campbell's *Blue Bird* which last September established the world's motor boat record at 130.93 miles an hour and he designed and built the astonishing car in which John Cobb did 350.2 miles an hour out in Utah. He has also worked with Captain George Eyston, the 357.5 mile record holder, on his previous cars. Reid told me that Captain Eyston is definitely interested in the Harmsworth and intends to take a crack at it, perhaps in 1940. According to Railton, Sir Malcolm Campbell is building a new boat purely for one-mile record purposes. If this boat is successful, he and Campbell and Fred Cooper will get busy on a more substantial boat for the Harmsworth, perhaps in 1940. Count Rossi has frequently told me that some day he hopes to do things with a Harmsworth boat but that the tremendously high powered engine or engines for such a craft must be secured from the Italian government and that there seems no chance, until at least 1940, that Premier Mussolini will turn into action his very real interest in this contest and in the one-mile record. Emile Piquerez has visions of a French Harmsworth craft but I learn that he and Maurice Vasseur have had differences of opinion and that, while Vasseur expects to come over with a new Gold Cup boat this year, the idea of a super-craft of unlimited power for the Piquerez-Vasseur combination is in abeyance for a year or so, anyway. Up in Canada, E. A. Wilson and his son, Harold, have their eyes on the Harmsworth and, if their *Miss Canada III* does things in next summer's Gold Cup Race, they may elect to plunge into the higher powered event the following year.

So that is the Harmsworth picture at the moment. I have heard of no other American enthusiasts who have even suggested that they might be interested in spending the money it takes to produce and operate a successful Harmsworth craft.

The Gold Cup situation is in its usual fog at this writing. Strangely enough, the January fleet of Gold Cup boats is always larger, faster and more durable than the fleet which answers the checkered flag at the end of the first heat in August or September. Last year, as you know, the entire American fleet became unglued, unsewed and deplorably inoperative under the heat of battle. Therefore, I am prepared, as I always am in January, for a stunning surprise

(Continued on page 246)

M. Rosenfeld

"WAKIVA"

This handsome auxiliary yawl, built last year for Harkness Edwards, of Lexington, Kentucky, is from the boards of Sparkman & Stephens, Inc., of New York. She was constructed at the yard of Jacobson & Peterson, in Brooklyn. "Wakiva" took part in annual club cruises this summer and made short trips from East Hampton, L. I.

The new yacht is 70' 3" in length over all, 49' 6" length on the water line, 15' 2" beam and 9' 0" draft. Her engine is a 4-cylinder Buda Diesel. Above is a deck view and at the left is the yacht under sail. The main cabin is seen at the upper left. Below is the interior of the "dog house," with instrument panel and radio compass.

M. Rosenfeld

H. O. 214—

A CONTRIBUTION TO NAVIGATION

By WARWICK M. TOMPKINS

WITH a bold disregard for the dangers of prophecy I'd like to assert that a hundred years hence the oceans of water and air will be navigated by thousands thoroughly acquainted with Hydrographic Office Publication Number 214 and blissfully unaware of the name of Franklin Roosevelt or that branch of his régime known as the Works Progress Administration. A minute portion of this governmental agency is now bringing to conclusion a work of computation staggering to contemplate, either from the point of view of downright exhausting, maddening detail work or of value to posterity and to those of us who still have a few seasons left in which to roam the world's highways. If this statement seems somewhat extreme, test it by telling me offhand what grave international threat faced what president a little over a century ago (December, 1837) when Captain Thomas Sumner formulated the basis of all modern methods of navigation, the Sumner Line of Position (also called circles of equal altitude). You can't, and neither can I, yet there was a president then and he had his problems; and most people who lived then shortsightedly believed both the problems and the man were imperishable.

It is fourteen years since I first picked up a text on navigation and started to learn something about that subject. That is not such a long time ago. In the intervening years, born of the need of aircraft and now speeded to its logical conclusion by an opportunity provided by depression and the social experiments of the administration, navigation has changed almost beyond recognition. Time-sanctified methods, entrenched behind the traditional conservatism of seamen, have been stripped and streamlined so that today *H. O. 214* seems to have attained ultimate simplification of a subject which can no longer be considered either erudite or difficult so long as it is getting results which interests one. Naturally, just as a man who can build and service a radio set is a better operator than one who can do nothing but turn the button on or off, so a navigator who clearly comprehends the astronomic background of his work is a sounder and better navigator than one who just fills in indicated blanks in a printed formula.

H. O. 214, as we shall see, makes the working of a line of position almost as simple as that of a meridian altitude. The new method is good news for thousands of would be navigators who have been deterred by considerations of difficulty from beginning study. It is equally good news to those who know from experience that taking and working sights, by even the best methods, ultimately becomes a chore. And a chore always most difficult in those moments of stress and worry when one is least fitted for making even the simplest computations, when one tends to race through work with ears alert for a frantic lookout's hail or the expectation of a rock coming up through the ship's bottom. Anything which can relieve those moments is a godsend. *H. O. 214* is, veritably, just that.

There have been, in the last seven years, three other American attempts to simplify and speed up navigation. *H. O. 203* and *H. O. 204*, published in 1923, started the series. Ageton's method (*H. O. 211*) appeared quietly in 1931 and embraced so many fine features that it became popular despite a fairly long process. The Soule-Dreisenstok method (*H. O. 208*) was a third effort, produced in 1932, and it too was widely used. Personally, I liked Ageton (*H. O. 211*) better than Dreisenstok and infinitely better than *H. O. 203* or *204*.

Wherein lies the marvel of *H. O. 214*, you ask impatiently. I'll try to tell you and to give you an idea of what a work the compilation must have been. Elsewhere, I'll show side by side a problem worked by *H. O. 211* and then by *H. O. 214*.

According to my computations, this stout hearted band of W.P.A. accountants, engineers and statisticians assumed no less than 2,072,448 evenly-spaced positions in which a ship might find herself on the earth's surface (or an aviator over the surface) and then worked out every possible problem which could arise at those positions, given heavenly bodies with even- or half-degree declinations and even-degree hour angles. These two million odd positions lie in the 120 degrees of latitude between 60° North and 60° South.

Since I can't count much higher than two million, I'll take the word of Mr. Harry Hopkins and pass it on. He states that 9,000,000 separate computations were made in writing this epic work and that each value was computed twice independently and then checked. He also says this was done — or is being done — by a staff of 250 workers on a budget of $195,000, which would seem a small group and a pittance to pay for such a job as *H. O. 214*.

To put it most simply: W.P.A. has done, with experts far from the pressure of imminent shipwreck, seasickness or worry, the confounded arithmetical work which navigators have heretofore had to do for themselves. It is in that arithmetical work, the simple adding of two and two, that ninety-nine out of one hundred navigational errors have resulted. Now it has been done by cold machines, checked and rechecked by other machines, and the answers are right for all time.

Let's work hastily through a problem right now. First, I shall assume (simply to eliminate deadwood) that our chronometer is correct and the sextant has no index error.

1. With the sun in the eastern sky, we take a sextant altitude, marking the chronometer time (the Greenwich time, naturally) of this observation.

2. From the *American Nautical Almanac* (and a book of praise could be written about that volume, too) we compute the sun's Greenwich hour angle for the time of our observation. We also determine the sun's declination for that moment of observation.

3. We correct our sextant reading for height of eye, semi-diameter, etc.

4. We turn to *H. O. 214* to the page headed with the whole degree of latitude nearest our own D.R. latitude, noting that on the left hand pages declinations are of the *same name*

(north or south) as the latitude and that on the right hand pages they are of *contrary name* to the latitude. Declination is tabulated for each degree and half-degree.

5. We *assume* a D.R. longitude such that, when it is subtracted from the sun's Greenwich hour angle, the result is an *even* local hour angle. (If sun's H.A. is 124°:37′ and our proper D.R. is 75°:23′, we'd call our D.R. 75°:37′ so that by subtraction we get 49°:00′ for local hour angle.

6. Glancing down the column headed H.A. (hour angle), until we find our local hour angle, whatever it is, we then find under the nearest half-degree of declination the altitude and azimuth for the assumed longitude and latitude. This computed altitude, taken bodily from the tables, is subject to just one simple correction. Declination will rarely be so obliging as to fall on the even degree or half-degree and must, therefore, be corrected. A factor, marked Δd, follows every altitude. Multiplying this factor (with the help of a multiplication table in the back of the book) by the difference in minutes between the actual declination and the one with which the tables were entered, gives a correction which will be added or subtracted to the computed altitude according as that altitude increases or decreases with a change in the declination.

7. Now subtract the observed altitude from this corrected computed altitude and forthwith you have the distance from the *assumed* position to the Sumner point through which the Sumner Line runs at right angles to the azimuth.

Could anything be more beautifully neat and final?

There is one danger, as I see it, to be guarded against, especially by those of us used to plotting intercepts from the D.R. position, which we usually show on the chart. With *H. O. 214*, the intercept *must* be plotted from the *assumed* even degree of latitude and the assumed longitude. Doing this necessitates, for old hands, the breaking of familiar habits.

The only other drawback to *H.O. 214* is its size. (11¾″x 9¼″x¾″. 261 pages) *H. O. 214* comes in six volumes, each one covering ten degrees of latitude. Each volume costs $2.25, or will cost that when released next year. Small vessels may have to have bookcases enlarged a bit but, since those vessels do not usually make extended cruises, one or two volumes, rather than six, will generally suffice for them. No one but a misguided miser would begrudge the cost or match it against the sixty cents for the complete *H. O. 211* tables. The *214* books, as will be seen by the tabulation, are not nearly as big as the old *203* tables and they are much more readily handled and read.

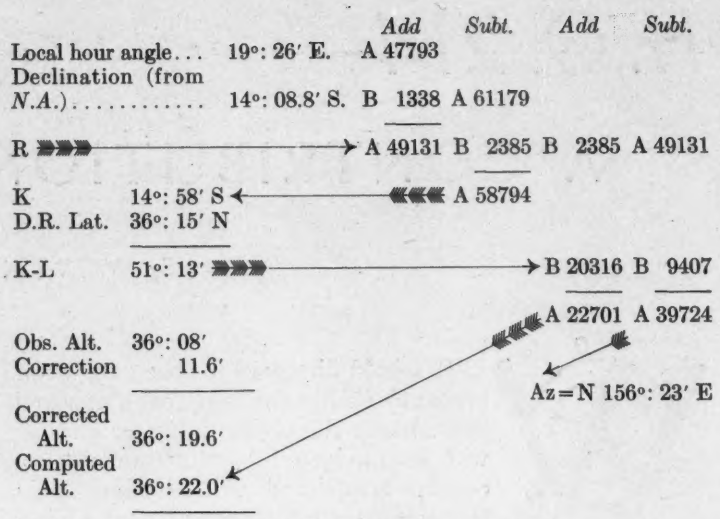
Is this, possibly, the greatest advance in navigation procedure since the first chronometer? I believe it is.

Comparison of the solution of the same problem by Ageton (*H. O. 211*) and the new tables, *H. O. 214*.

> THE PROBLEM: On February 17, 1938, in D.R. position 122°:25.2′ West, 36°:15′ North, an altitude of the sun was taken and found to be 36°:08′. For simplicity, we assume that the chronometer was read directly (to eliminate C−W or stop watch reading) and that it was on correct G.C.T. It is also assumed there is no index error to be applied to the sextant. Height of eye is ten feet. Find line of position.

Solution by *H. O. 211*

G.C.T. of Obs.	19ʰ: 06ᵐ: 06ˢ
Greenwich hour angle of sun from *Nautical Almanac*	102°: 59.2′
D.R. longitude	122°: 25.2′ W


Add Subt. Add Subt.
Local hour angle... 19°: 26′ E. A 47793
Declination (from N.A.)..... 14°: 08.8′ S. B 1338 A 61179
R
A 49131 B 2385 B 2385 A 49131
K 14°: 58′ S
A 58794
D.R. Lat. 36°: 15′ N
K-L 51°: 13′
B 20316 B 9407
A 22701 A 39724
Obs. Alt. 36°: 08′
Correction 11.6′
Az=N 156°: 23′ E
Corrected Alt. 36°: 19.6′
Computed Alt. 36°: 22.0′
Difference 02.4′ Ship is 2.4 miles Away from DR

Herewith is the same problem worked by *H. O. 214*

Greenwich time of observation	19ʰ: 06ᵐ: 06ˢ
G.H.A. of sun	102°: 59.2′
Assumed long. chosen to make local H.A. fall on an *even degree*	122°: 59.2′
Hour angle of assumed position	20°: 00′
Assumed nearest whole degree of latitude	36°: 00
Nearest half-degree of declination	14°: 00

Entering the tables now with local hour angle of 20°, latitude 36° and declination (of *contrary* name to latitude and therefore on *right* hand side of page of 14°) we now take out *directly* the following factors

Computed Altitude	Δ *d*	Azimuth
36°: 32.7′	94	155.6°

There is a difference of 08.8′ between our assumed declination of 14° and the true declination. This is multiplied by the *d* factor 94 (by the help of a handy multiplication table on the back cover of the tables. By inspection, it is at once apparent whether an increase or decrease in declination makes for increase or decrease in altitude; the product of the multiplication is applied accordingly to the tabulated altitude.

This completes the solution. Corrected observed altitude is subtracted from tabulated altitude, the difference (in minutes, of course) being the distance in nautical miles from the *assumed* position (in this case Long. 122°:59.2′ W, Lat. 36° N).

Eliminating the factors common to both methods, we see instantly that the excellent *H. O. 211* method yet necessitates the extraction of no less than ten logarithms, ten *different* logarithms, and the conversion of three of them back into angles, as well as two additions and two subtractions. Here is a rich field in which to grow a crop of errors.

H. O. 214 has no logarithms whatever, involves no transposing of angles into logs or vice versa. It has *one* simple correction of altitude for correct declination, and there is no way that could be eliminated without so enlarging the work (*e.g.*, computing altitudes for every minute or even every half-minute change of declination — obviously an absurdity) as to make the tables valueless because of mere size.

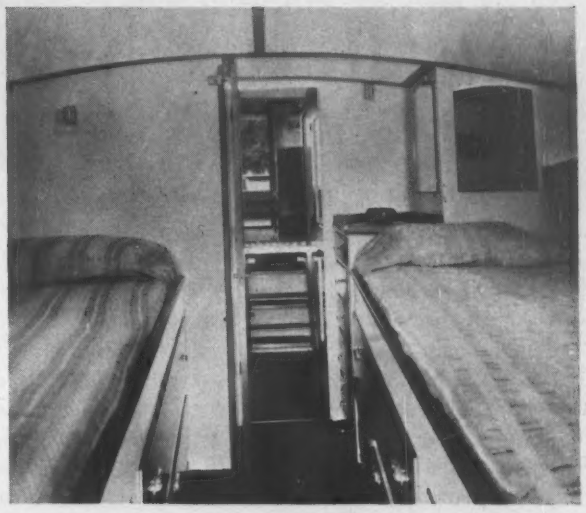
Space forbids thorough discussion of these remarkable tables. If you wish to plot from your D.R., rather than from an assumed position, there is a second correction which can be applied but the tables are meant to be used as I have shown, in utmost simplicity.

The volumes contain all the necessary tables of corrections for height of eye, semi-diameter, moon's altitude corrections, bubble sextant readings, etc. Its figures can be used by those interested in star identification or in computing great circle courses.

Any heavenly body, with declination not exceeding 75°, can be used by the navigator handling these tables. Moon, sun, stars, planets, all wheel so quickly and easily into line with this new method that it is no wonder I am enthusiastic and that I am so certain that these tables will live as long as man studies the skies to know his position on his earth.

"LA SOMBRA VI"

A MATTHEWS "34"



This new motor yacht, a Matthews "34" sedan cruiser, is owned by Mr. and Mrs. Coulton Baumgardner, of Miami Beach. She is 34' 0" in length over all, 11' 3" beam and 34" draft. She is planked with Philippine mahogany and deckhouse and trim are also of that wood. Her power plant is a pair of 6–121 Gray engines, fitted with reduction gear, and her maximum speed is better than 20 miles per hour. Above is a view of the deckhouse and, at the right, the double stateroom forward. "La Sombra VI" has been shipped to Miami Beach where she will be used for offshore fishing and for cruises through the keys to the southward.

A MATE'S FIRST VOYAGE AROUND CAPE HORN

The American bark "Thomas A. Goddard" in which the author as first mate at the age of 21 made his first voyage around Cape Horn

From New York to the West Coast of South America in a Boston Bark

By

CAPTAIN EDMUND T. MORTON

IN 1891, I joined the bark *Thomas A. Goddard*, of Boston, which was loading at Pier 19, East River, New York. She was of 715 tons and was the last square-rigger built in Duxbury, Mass., where she was constructed in 1874. She was built of oak, with iron knees in lower hold, orlop and between decks; strongly built but an unusually slow sailer. She was owned by LeForme & Frothingham, of Boston, the master, Captain Amasa C. Sears, having an interest in her.

I joined her on December 9th, as first mate, with Louis Wagener as second mate. That day we finished loading a general cargo for W. R. Grace & Company, for Valparaiso, Iquique and Pisagua, Chile. On the 10th, we took stores aboard and made ready for sea. The bark *Edmund Phinney* was loading at the same wharf, also for Valparaiso and was about ready to sail. On the 11th, our crew was brought on board and we were towed outside Sandy Hook by the *N. B. Starbuck*, where we made all sail before a fresh wind about WNW and in fine weather.

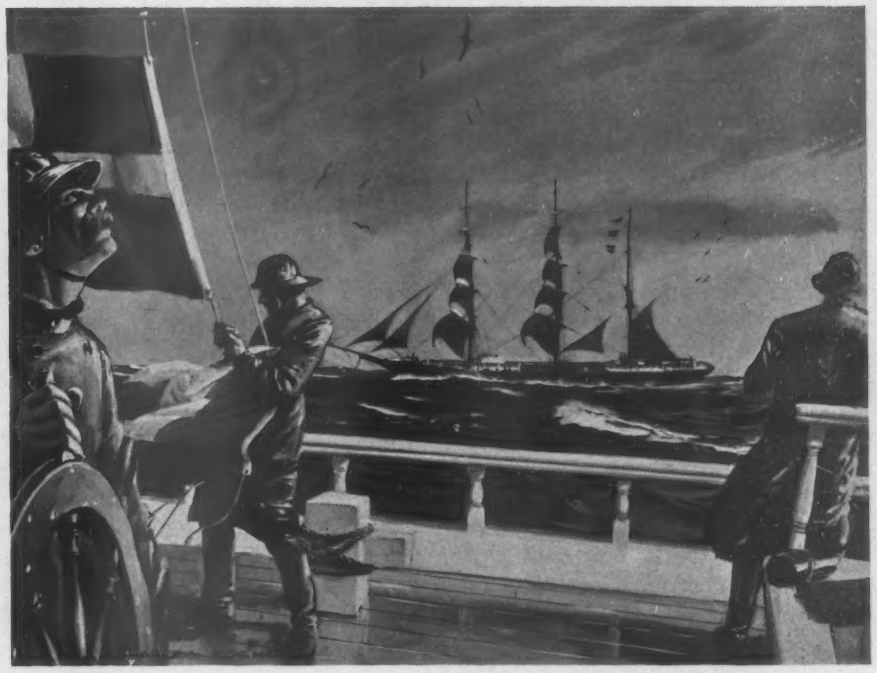
At last, I was off on a deep water voyage and I was much gratified over the change I had made. I was just 21 years of age and, while I had been mate of other vessels, barks, brigs and schooners, all my voyages up to then had been to the West Indies, South America and Africa. I was fortunate in my selection of ships, as the captain was a proper shipmaster, a man of few words, a strict disciplinarian and respected by officers and crew. The second mate was capable, energetic and ably fulfilled his duties as an officer. The Chinese steward was a prize, served excellent meals, always on time, keeping everything clean and orderly. I have often been impressed by the difference in cooks and stewards in handling their work. Some will go quietly about their duties, serve meals on time, keep galley and cabins clean, yet apparently be sitting down at leisure much of the time; others will rush about with worried looks, covered with grease and flour, never have a meal on time and never get through with their work. A good steward can do more for the comfort and contentment of a ship's company than any other man on board.

On the previous voyage, the old mate had died when nearing the end of a passage from Alleppey, India, to New York. The captain said he was the best mate he ever had and, after he had related some of the incidents of his career, I wondered how I would satisfy him. On one occasion, the main topgallant mast had carried away. All hands were kept on deck, without any watch below, until the spare mast was fitted, rigging set up, topgallant and royal yards crossed and all sail set. In the night watches, there was always a man at the wheel, another on the lookout, while the others stood by to make sail, or shorten sail, man the pumps, etc. Yet, no matter how many were on deck, none was allowed to sit down or lean against the rail. Any offender was obliged to come aft and march back and forth on top of the house with a capstan bar over his shoulder like a musket. Sometimes, before the end of a watch, three or four would be parading in this manner.

To my notion, this was abusing authority, for if the men remained on deck and responded promptly whenever called upon, nothing more should be required of them and they should be allowed to sit down forward and enjoy a smoke during the brief intervals they were unemployed. In any case, I had no intention of violating my own sense of justice, make myself miserable and incur the enmity of the crew for the sake of being called a smart mate.

We were favored with northwest gales leaving the coast, passed to the eastward of Bermuda where we met a strong SW gale that shifted to NW. We next encountered rain squalls and southeasterly winds until we reached Latitude 17° North, when the weather became fine. On the first fine day in the tropics, we unbent the best suit of sails and bent our old sails. This work occupied a full day with all hands on deck. The new sails were next overhauled, repaired wherever necessary, stopped up, tagged and stowed away until we reached the Southern Ocean.

On January 8th and 9th, 1892, we passed through the doldrums where we found calms and rain squalls. All hands were paddling about barefooted, hauling braces to take advantage of squalls from every point of the compass and filling the water tanks to overflowing. Although we had an abundance of water, it was my duty to measure it out, at seven bells each morning, for the cabin, galley and the crew. The cook used sea water to mix the bread and for every other purpose where it could be substituted. Often, on hot nights, some members of the crew would come to me and beg for some water to drink as their supply was exhausted and no more was to be served until the following morning. In such cases, under cover of night, I would draw a bucketful from



Off Cape Horn we met the American bark "Lottie Moore," from New Zealand for New York, and exchanged signals

a tank and give it to them, without any mention of it to the master, as there was plenty of fresh water on board and no reason why the men should suffer from thirst under the hot sun of the Equator. On some previous voyage, the water supply had become spoiled and everyone was put on short rations; since that time, the captain had kept strict control of the water supply. In the matter of food, however, we had full and plenty and the best I ever enjoyed in a sailing ship.

We crossed the Line on January 13th in Longitude 28° West, 33 days out from New York. We now enjoyed fine weather for two weeks passing through the Southeast Trades. During this time, we kept all hands on deck with no afternoon watches below. At this time this old custom was not continued on many ships and our crew strongly objected to it on the first day. Some persuasion was necessary, but they had found out before reaching this latitude that the captain would tolerate no refusal on their part, so submitted and no further protest was made.

Their work was agreeable and interesting. We had bought old tarred hemp shrouds in New York for making spun yarn. The strands were unlaid, the yarns knotted together with rope yarn knots and laid down in tubs for two-yarn and three-yarn spun yarn. As it was laid down, a sprinkling of tar was spread over it to make it pliable and fit for the service intended. When prepared, the end was attached to the shaft of a big flywheel set up on the weather side of the forecastlehead for laying it up. One man kept the flywheel spinning with a short piece of ratline stuff around the shaft on the forward side, while another followed aft with the yarns in one hand, rubbing them down with a pad in the other as they twisted up to the proper lay for use. This spun yarn was balled up ready for serving gear aloft, making paunch mats and rough seizings. This work was given to the least experienced men, while the best men were employed sailmaking. All the ship's sails were made on board. The poop deck extended to the forward house, with the carpenter shop in the after end of this house. The captain had the sail plans and, as we rolled out the clean white canvas on this long deck, the cloths were cut and numbered ready for doubling up. Then they were put together and roped, putting in earings, cringles, clew irons, reef bands, eyelets, etc. I did my part in this work and usually put on the trimmings, which many hands were unable to do. Sewing up sails was nice, clean work. The Southeast Trade made the temperature ideal for comfort and, overhead, fleecy clouds drifted.

While we were thus engaged, the captain was busy in the carpenter shop making furniture for home use out of teak, ebony and other woods obtained in India. After breakfast, he would take sights for longitude, then go to the shop and work until seven bells, then would go aft and get a meridian altitude of the sun for latitude and complete the day's reckoning. After dinner, he would return to the shop and work until 3:00 or 4:00 p.m., when he would go aft again to take afternoon sights. He never spoke to a seaman except to reprimand him for bad steering. Whatever he said to me was when we were at the table and with no one else within hearing.

A crew usually came on board a ship in an orderly manner, unless intoxicated, and expecting to be kept under good discipline; a little later they would try to break down the rules. If the officers showed any weakness and gave in to them, there was trouble for the remainder of the voyage. If the master and mates, however, stopped the first attempt to break discipline, the men usually gave it up and submitted to it, as they liked an easy time too well to keep up a long struggle.

When we were about ten days out of New York, I had an encounter with my watch in the early morning which roused the captain out of his sleep. He appeared on deck, ordered one man put in irons and the others about their work. He would put a man in irons for cheek or for an insolent answer. Once, when the royals were shivering, I called to the helmsman: "Mind your weather helm." He replied, "I am." The captain, who was pacing on top of the house, turned to him on the instant and said: "Shut your mouth. 'Yes sir' and 'no sir' and that is enough." He meant it and would not allow any back talk or other form of insubordination. If he saw me take hold of a man, he would leap over the light railing on to the deck, reach behind the man and take away his sheath knife at the first move. But we rarely had any trouble and on each occasion the crew suffered another lesson in discipline and were ready to give up the struggle.

When we reached the latitude of the River Plate, about 35° South, we had some bad weather one night. I had the middle watch and it began to blow up strong, with violent puffs, so that I reduced sail, even taking in the upper topsails and mainsail. The captain, hearing the commotion on deck, came up and told me I should never take in topsails without his orders. When I returned on deck at seven bells (7:30 a.m.), the weather was bright and clear and we were again under full sail with a fresh westerly wind. The weather on the night before was apparently the end of a pampero.

We enjoyed fine weather until February 10th, in Latitude 42° South, when we experienced a heavy northwest gale, then a succession of gales, with rain and hail, from NW to SW. We had unbent our summer sails and again had on our best ones for Cape Horn weather. On February 27th, we arrived under the lee of Staten Island in a heavy southerly gale, where we found a fleet of over 60 sailing ships, all waiting for a chance to round the Horn. On the 29th, the wind shifted to NNW, when this big fleet made sail, proceeded around the east end of Staten Island and shaped their courses for Cape Horn. It was a wonderful sight, one never to be forgotten; a fleet of lofty sailing ships and barks under full sail in a race around this stormy cape, gathered here from distant parts of the world, to separate again as soon as they entered the Pacific.

We were in a wooden vessel, while the greater part of this fleet were British and German steel ships, with steel masts and yards, bound for the nitrate ports of Chile. Those steel ships were fast sailers when their bottoms were clean and we were soon outdistanced. We passed the longitude of Cape Horn on March 2nd, but our progress was slow and we finally reached Latitude 58° South before we could shape our course to the northward.

When off Cape Horn, we passed the American bark *Lottie Moore*, from New Zealand bound for New York, and exchanged signals with her.

While in these latitudes, we were followed by albatross, mallemocks (we called them mollyhawks) and cape pigeons, which we caught with hooks and lines. They are sometimes caught with a piece of copper or zinc, cut diamond shape with the inside cut out, a strip of pork being tied on the narrow marginal strip of metal. The beak of the albatross is hooked at the end and is caught in the sharp angle when one bites into it. We had better luck, however, with fish hooks and it was queer to pull the birds down from the air whence they would fly after being hooked. We would not take the cape pigeons on deck, as they would cover everything with bird lime. The mollyhawks are good to eat if anyone likes the strong flavor, much like that of our coots.

One of our sailors sat up his watch below to pick and clean them for the steward to cook. Our Chinese steward brought a large platter of this stew to our table one noontime and I anticipated a good meal of it but, as soon as the captain sat down, he demanded of the steward: "Is that all you have for dinner today?" "No sir, no sir," replied the steward and rushed away to the galley with the platter. Mr. Wagener went down later and gorged himself with it but I had no such opportunity. The sailors pull the feet and toes out of the web and use the latter for tobacco pouches. Sometimes one lone albatross will follow a ship for weeks. They can be distinguished by their plumage and one left astern in the darkness as night falls can be recognized in the morning light still following, day after day, without rest. It is simply marvelous how they soar against the strongest gales, seemingly without effort. While the ship is proceeding full speed, they will circle overhead and keep along with her as if she were making no onward progress. Usually, however, they are some distance astern, flying low near the surface, ready to pick up the refuse thrown overboard from the galley.

We had much squally weather with overcast sky until we reached Latitude 40° South on March 13th; then we experienced fine weather with southerly winds until our arrival at Valparaiso, on March 17th, at 7:00 p.m., after a passage of 97 days from New York. Our rudder head twisted off just as we were entering the Bay and we came to an anchor outside the fleet. It was fortunate that it did not give way until our arrival in port.

On March 18th we towed inside the fleet and moored head and stern, with a mooring boat to handle the anchors and chains. A mooring boat came alongside and took our port chain cable for a stern mooring. We unshackled the chain from the anchor and inboard, with some difficulty, then from the lighter we hoisted the "old man" to the port foreyardarm where it was hung a little outside the line of the rail. This so called "old man" was a huge iron roller, strapped like a single block, over which we passed the end of the heavy stud link chain. When the end reached the deck of the lighter, the weight was nearly balanced on both sides so that it took little effort to haul it over. The lighter dropped the anchor inside of us towards the shore, a wire cable shackled in the last shot of chain was passed on board aft, hove taut with tackles and made fast with a bridle to the bitts on each quarter.

We found the bark *Edmund Phinney* had arrived here before us. Captain Arthur M. Sewall, of the American ship *Benjamin Sewall*, came on board soon after our arrival. This ship had arrived in distress from Puget Sound and was docked for repairs. Unable to load her nitrate cargo, it was forwarded on the ship *Thomas Dana*. There was a large fleet of British and German ships here, all moored head and stern in regular tiers. Valparaiso Harbor is an open roadstead and dangerous with strong westerly winds.

On Sunday, the 20th, our crew was allowed ashore on liberty. Four of them deserted on account of enforced discipline on the outward passage. We began discharging our cargo on the 21st and finished on the 31st; then, from April 1st to 9th, we loaded all our cargo space with hay for Iquique. In the meantime, we had a new rudder made, at exorbitant cost. We shipped four new seamen and sailed on the 10th, at 11:00 a.m., for Iquique. There was a thick fog in the morning but it cleared away and we left with a fresh south wind. We had light southerly winds all the way and arrived at Iquique on April 17th, at 2:00 p.m., and anchored. On the 18th, we moored ship head and stern, as in Valparaiso, then unbent all our sails, stowed them away and began discharging cargo, the job being finally completed on May 7th.

Our cargo for Pisagua was loaded on lighters and towed to its destination, only a short distance north of this port. Through the roguery of the clerk sent off by the consignees to receive the cargo, a large shipment of lard in kegs was transferred from our lighter to a water lighter, in the night. This cargo was then seized by the Custom House and our ship was fined $1000 for smuggling. Of course, they knew that our delivery had been correctly made to a regular lighter licensed by the Custom House, but the opportunity to collect a fine from the ship was all that interested them.

At this time, charter rates were low and a large fleet of ships was lying here awaiting business. The weather was fine, the sky at times being partly overcast, but there was never any rain. We laid here until May 26th with only routine work aboard, and scraped the hull outside from the water line to the deck. Every morning a boat came off with fresh meat, vegetables and fruit for us. Our captain said he believed it cheaper than salt meat. He told the steward to give the crew all the fresh beef and mutton they wanted; then he checked up on the amount consumed. The first few days they would eat about two pounds each per day, but this was soon reduced to less than a pound per day. We worked our crew longer hours than any ship in the fleet and they were the most contented, as they had the best food and plenty of it. The provision boat would often bring off one loaf of white bread on a Sunday morning for the cabin of some foreign ship, while the crews were obliged to buy potatoes and onions on their own account or go without them.

Whenever a ship finished loading nitrate, the last bag was hoisted aloft with colors flying and three cheers were given. The crew then formed in line, marched around the deck, singing chanties, until they halted at the cabin doors and gave three cheers for the captain and officers, who served them with drinks. In the evening, each man was provided with a torch and they proceeded to salute every ship in the fleet. First the ship's bell was rung violently, the name of some ship broadcast and three cheers given. The ship named would respond in the same manner, by ringing the bell and cheering. If two or more ships finished the same day, it would be long after midnight before this racket ceased. Our captain would not permit it so I was obliged to stand by and stop it before the bell was rung. Our ship was the only one which did not participate in this revelry and our men did not like this prohibition. They made no attempt to disobey,

(Continued on page 216)

"Islander" at anchor off Cape Town. Table Mountain is spreading its "tablecloth"

"ISLANDER" DOES IT AGAIN

Part II—From Cocos-Keeling to New London

By HARRY PIDGEON

I SAILED from the atoll of Cocos-Keeling on September 26th, and the coconut trees were soon below the horizon. I put on the storm jib, tied the second reef in the mizzen and *Islander* rolled off to the westward in the night. It seems to have been a stormy season in the Southern Hemisphere. The heavy swell rolled continuously from the southward and every strong wind started the seas breaking. The course was west by south and the Trades backed around at times till the wind was but little abaft the beam. I was able to keep dry when below but I was continually drenched with spray on deck and my oilskins had given out. It is something like 2500 miles from Cocos to Mauritius and *Islander* did most of this under storm jib and reefed mizzen. On bad nights, only the storm jib was set.

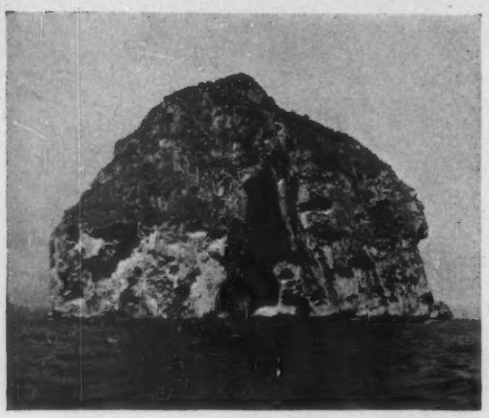
On one of the worst nights I awoke when a squall struck — and then I heard the jib slashing about. I jumped out to find the jib and forestay flying out to leeward from the masthead. The shackle at the bowsprit had given way and *Islander* was drifting off broadside on with the wind screaming through the rigging and driving sheets of rain and spray with it. I gathered in the forestay and jib. Bringing out a new shackle, I crawled out on the bowsprit and put it in place. One end of a length of flexible bronze wire was passed through the shackle and made fast to the eye of the forestay, the other was brought to the windlass and the forestay hove taut. The jib was set and in an hour and a half *Islander* was on her course and I was resting in my berth.

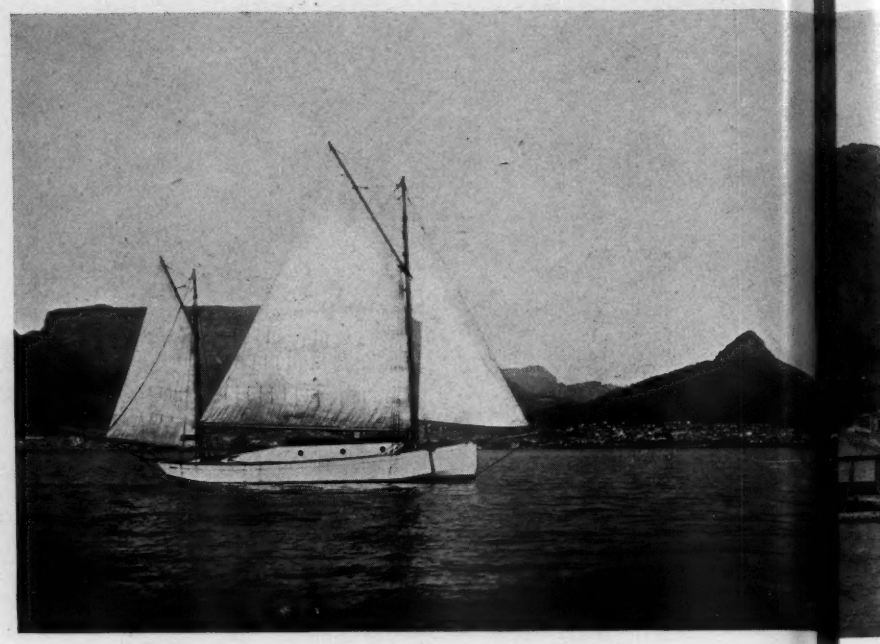
I came up to the Island of Rodriguez and sailed along close by the edge of the reef. The harbor at Rodriguez is only a bay in the reef and not too well sheltered by the land. I longed to land but the anchorage did not look good that day, and *Islander* plunged on over the tumbling sea. Soon the land was dim in the fading light.

As we approached Mauritius, there was a change in the weather. The sun was hot and we were almost becalmed when we came under the lee of the land. The sails were so stiff with salt I had difficulty in shaking out the reefs. It was sunset on October 26th when *Islander* came to rest and another disagreeable run was over.

During the long wet days I had come to have some doubts about the wisdom of leaving pleasant surroundings to go cruising alone but, once I was with friends on the beautiful island, the voyage did not seem to have been so bad after all. I got in a day or so of rest and then began to look after the ship. George Smith offered the use of the same ways on which *Islander* had been taken out of the water twelve years before. After coming off the beach at Prince of Wales Island, *Islander* had been making a few buckets of water a day. When the stormy weather came on, I began to imagine what it would be like to pump the Indian Ocean through her. On the ways, I recaulked a few feet of the garboard seams where the trouble seemed to be. Mr. Smith gave me a stick of timber for a new shoe on the keel. A new pintle was made for the rudder and, last, the underwater parts were cleaned and given a coat of copper paint. There was other repairing and sails to be mended but that could be done while the boat was in the water. When the work was done, friends came to take me for drives around the picturesque isle and arrangements were made for me to tell about my voyage in the Barracks Hall at Vacoa. Altogether, I had a pleasant time and, but for the approaching hurricane season, I would have lingered. Already a tropical disturbance had been reported passing southward of the island. It was time to go.

On November 28th I sailed from Port Louis for Durban. The wind was light and it was the next day before I lost sight of Mauritius. The wind came on to blow with a squall and





Left, historic Diamond Island, a precipitous rock in the French West Indies. Right, "Islander" under sail in Table Bay, South Africa, with the flat top of Table Mountain in the background

the southerly swell chopped up at once. I have seldom seen clouds so black and I did not get a glimpse of Reunion Island as I passed by. There were some good days but, as we were nearing the limit of the Trades, the squally weather kept me busy tying in reefs and shaking them out again. In the Mozambique Channel, the black squalls that came out of the southwest, along with a heavy swell, were something to be remembered. There was a light fair wind when I sighted Africa but it blew hard as I ran down along the coast. Night came on and I hove to, as I wanted to arrive at Durban in daylight. Toward morning, when I was getting under way, the wind was dying out and I saw lightning flashing in the southwest. When I saw a dense black cloud rolling along, I lost no time taking in the mains'l and when the wind struck I let everything come down. Afterward, I learned that the weather station on the Bluff at Durban reported an 84-mile gale. After a time the wind eased a bit but it was useless to fight it. That gale drove the *Islander* back along the coast to a point off Cape St. Lucia, something like 100 miles from Durban. When it was over, a light northeast breeze set in and, to make the best of it, I sat at the tiller without a rest for 24 hours. I had been three nights without sleep when, on the morning of December 22nd, *Islander* glided slowly in past the jetties and came to rest at Durban.

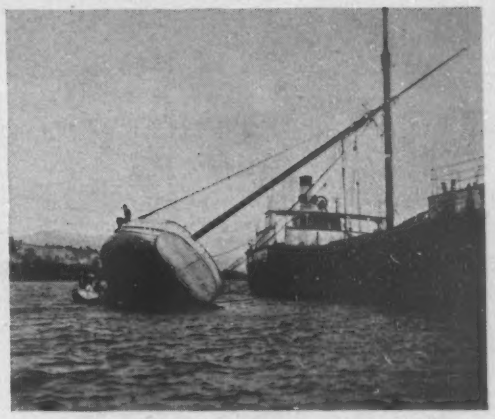
Islander was given a berth alongside a barge at the Old Coal Wharf — and right there she had more damage done her than in all the rest of her eighteen years of sailing. A 60-mile gale swept the length of Port Natal and *Islander* lay in the very worst place. She tried to hurdle the barge, was driven back into the wharf and came in contact with a boat anchored alongside. The bowsprit was broken off, the mizzen outrigger torn off, two rigging screws broken and she was battered from stem to stern. With the assistance of the efficient young man in charge of the barge, she was finally securely moored and rode it out. When the storm was over, I was given a mooring at the Point Yacht Club anchorage where the boat lay securely during the rest of the stay at Durban. *Islander's* voyage was the subject of a gathering at the Point Yacht Club Hall and the Camera Club arranged for a showing of my slides at the Art Hall of the Durban Museum. The proceeds were sufficient to cover all the damage *Islander* had incurred and friends contributed most of the material required.

With the boat in a safe berth, I had an opportunity to see the country. My friend Dan Owen took me on an excursion as far inland as Johannesburg on which we were gone five days, the longest time and the farthest away from the *Islander* that I had been since she was built. They were good times I had at Durban and it was a hard place to break away from. Mr. Owen had a fast sailing small boat that he raced on the bay but he wanted very much to go for a cruise outside, so he arranged to go with me as far as Cape Town.

We sailed from Durban on March 6th, 1936. The wind and current around the south end of Africa is alternating, a few days from east, then a few days from west. When the westerly was dying down, we went to sea. The Agulhas Current runs swift between Durban and Algoa Bay and that carried us along till the easterly set in. The easterly came in light but it increased till we reduced sail to the new storm jib that Mr. Owen had presented to *Islander*. When the westerly set in again, we stood in toward the shore to get out of the rough sea that makes up when the westerly is conflicting with the Agulhas Current. As the land showed up through the haze, we made out the city of East London, and we sailed right into the harbor on Buffalo River. We were at East London five days and, as Mr. Owen was well acquainted there, we met no end of hospitality.

When the easterly set in, the tug *Mary*, Captain Barrow, towed us to sea. With wind and current we moved along faster than we thought. When the easterly was falling light, we stood in for shore and came up with the land some miles west of Cape Receife. Here, as night was coming on, the strong west wind blew up and we made a fast run back around Cape Receife into Algoa Bay. In the darkness, we anchored off the Port Elizabeth breakwater. In the morning, Port Captain Short came out to tow us in but, after looking things over, decided he would like to try sailing *Islander* which he did in fine style. He brought us to a quiet berth in what is about the best harbor in South Africa. It was Captain Short who met *Islander* when she came to Cape Town twelve years before. He was now Port Captain at Port Elizabeth. Here I met, also, two more old friends of my earlier

A Papuan sailing canoe, photographed not far from Port Moresby, on the southern coast of New Guinea



Left, "Islander" arrived at St. Thomas, Virgin Islands, on April 15th, 1937, completing her second voyage around the world. Right, at Trinidad, the boats are hove down for bottom cleaning

voyage, Mr. Wilman, former secretary of the Royal Cape Yacht Club, and Captain Watkins, the pilot who had met me as I came into Durban on my first voyage, now retired and living in the genial climate of Port Elizabeth.

We rested three days at Port Elizabeth and then sailed with a light east wind that gave way the next day to a light west wind which kept us beating against it till we came into the shelter of Plettenberg Bay where we lay for another day. Around the south end of Africa there are many small bays with good shelter from the west winds. After leaving Plettenberg Bay, we met a gale from the southeast that soon got up such ugly looking seas that Mr. Owen said he was afraid to look back as they rolled up astern. It was wet enough and cold, too, but I had bought a good slicker at Durban. With only a small bit of canvas, we moved right along and great was our surprise when we ran out of a fog close by high, rocky, Cape St. Blaize. The wind was moderating but the sea was still running high when we passed Cape Agulhas, the southernmost point of Africa. With just a good sailing breeze, we passed majestic, cloud-capped, Cape Hangclip and on around the Cape of Good Hope. The last breath of that east wind brought us to Cape Town in the early morning of March 26th.

At Cape Town, *Islander* was taken under the care of the Royal Cape Yacht Club and given a secure mooring near the clubhouse. Mr. Owen found that his wife had already arrived by railway to see that he did not go on to St. Helena with me, so I was on my own again. I had intended getting away from the Cape before winter but I had too many friends there and there are few places that have so many attractions for me. In the end, I found myself waiting in this pleasant place for the season of east winds to set in again. Friends took me for excursions about the country and I found that I was still able to hike to the summit of Table Mountain. On many occasions, *Islander's* sails were spread to the Cape breezes for a sail on Table Bay with friends on board. When I was getting ready for sea, the Royal Cape Yacht Club had *Islander* taken out on the ways and painted top and bottom.

On the morning of September 28th, the easterly wind we were waiting for was blowing a gale. With only the storm jib and reefed mizzen set, *Islander* glided quickly out of dock and stood away before it. The wind fell light at times but it was always fair. For the most part, it was blowing strong and at times a gale. The highest seas of the voyage were met with on this run from the Cape to St. Helena. While at the Cape, there was some discussion at the yacht club about Erling Tambs' account of his yacht pitchpoling and I had my doubts. However, if I had been carrying sail, I might have had cause to change my opinion. When one of the big rollers reared its crest astern of *Islander*, she would gather speed like a sled coasting down hill. The bowsprit would dip under and I would be drenched with the water coming in over the bow as I sat at the tiller aft. But *Islander* could not outrun the roller. For a moment she rushed ahead, to be tossed aloft in a cloud of foam as the roller swept on, leaving her to lose headway on the after slope. When the sea was like this, I would have only the storm jib on and, with the jib hauled flat amidship, it seemed safe to go below and leave *Islander* to run off before it.

The Cape wind carried us imperceptibly into the Trades and into better weather. One day, while setting the mains'l, I was hauling hard on the topping lift when the block at the masthead broke and I fell back on the corner of the binnacle box, striking that part of my anatomy that hurts worst. There are many reasons why a single-handed sailor may never be heard of again. Breaking the monotony of the fair weather days while coming up through the South Atlantic, for two days I sailed through what appeared to be the breeding ground of the Portuguese man-o'-war. On either side, as far as one could see, the ocean was covered with them. There were occasional mossy individuals that seemed to be the parents of all this innumerable host. Surrounding them, were small ones, no larger than a fleck of bran, that literally coated the sea; farther out, they graduated to all sizes. Of this incredible number that spread sail to the Trades, with nothing to guide them but wind and current, a few individuals drift back to the starting point.

On October 18th, St. Helena was sighted and at dusk *Islander* was anchored under the brown cliffs of Jamestown. St. Helena had acquired automobiles since my last visit and friends took me for drives over the principal roads of the

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During the gale at Durban, "Islander" lost her bowsprit and mizzen outrigger and was battered from stem to stern

UNDER THE LEE OF THE LONGBOAT

By "SPUN YARN"

I LEARN from the scheduled publication date of this fat issue that I'm a little late in wishing you all a Merry Christmas. However, I trust I may make amends by hoping that you will have a Happy Motor Boat Show. At that, it isn't a bad idea to spread good wishes for merriment and happiness around the calendar a bit. Internationally, the supply of this intangible commodity is strictly limited — due, I imagine, to the fact that so few yachtsmen are handling world affairs.

To show how amicably yachtsmen arrange international relationships, I point to the offer of the Seawanhaka Corinthian Yacht Club to defend the Scandinavian Gold Cup this year abroad instead of on Long Island Sound. It was a thoroughly practical offer from every standpoint and it was, in addition, a sporting gesture. This is evidenced by the uninhibited cordiality with which the offer was received. In the words of the answering cable, "The Scandinavian Yacht Racing Union accepts with enthusiasm the Seawanhaka Corinthian Yacht Club's generous, highly-appreciated proposal to defend the Scandinavian Gold Cup in Europe. Convinced greatly beneficial sport Six-Metre Class. Finland designated arrange race."

Now suppose somebody like Commodore Mike Mason of the Royal Ocean Racing Club had been charged with the responsibility of defending London from German air raids in the events which led historically to the Munich treaty. Instead of laying himself open, as Mr. Neville Chamberlain did, to the suspicion that he had sold England down the river, Mike would have sent a cable to the Deutscher Seglerverband suggesting that it would be cheaper and more sportsmanlike if the defense were transferred to the lonely isle of Rockall, off the Scottish coast. Herr Petersen, of the Seglerverband, would have immediately cabled in response, "The German Sailing Union accepts with heartfelt relief the Royal Ocean Racing Club's suggestion that we bomb uninhabited island of Rockall instead of populous London area. Convinced greatly beneficial human race. Spun Yarn designated to be on hand to receive bombs." Thus in a spirit of friendly camaraderie the crisis would have been averted.

At a recent meeting the International Yacht Racing Union saved itself a peck of trouble. It declined a suggestion of the French delegates that, in narrow waterways, the sailing rules be reversed and right of way be granted to boats which are sailing under spinnakers. The rule obtains on some waters of our own country and works beautifully so long as it doesn't conflict with any other regulation. In some yachting centers, for instance, an inland lake scow is not permitted to use an overlapping jib. In place of it a flat, undersized spinnaker is often carried, its pole lashed to the forestay when the scow is on the wind. Well, the rule gives right of way to a boat sailing under a spinnaker, and I leave it to your humorous imagination to guess what happens when a spinnakered scow, close-hauled on the port tack, claims right of way over a competitor close-hauled on the starboard tack under mainsail and working jib. The difficulty can be resolved by permitting overlapping jibs and barring spinnakers to windward.

I am indebted to a reader for a clipping from the *Bridgeport Post* showing a clear photograph of Ahto Walter's original 29-foot sloop *Ahto* and a caption reading, "The good ship *Ahto*, 70-foot ketch, left Greenwich yesterday on an 18-month cruise around the world with a crew of fifteen adventure-seekers." It's an unconscious substantiation of Madame Perkins' unconscious contention that a small yacht can carry a large crew. The best newspaper caption that I've ever run across (one that I've been saving for a couple of years in order to ripen and mellow it) appeared in the *Chicago Daily News*. The picture shows the "J" boat *Velsheda* just after she had carried away her mast. It is one of the worst hurrah's nests I have ever seen, the metal spar crumpled and dragging overside, the mainsail torn and lying all over the deck, and the crew looking busy and anxious. In the foreground is the bow of a launch which is standing by to aid if needed. The caption runs as follows: "A regatta over, English yacht is put away. Taking down the mast and stowing away spars for yet another season, a British crew in oilskins is at work on the yacht *Velsheda* in the harbor of Plymouth. In the foreground is the bow of a government tug that helped in the dismasting."

More helpful than the above is the column which Robert Wilder runs under the heading "On the Sun Deck" in the New York *Sun*. Not long since he gave information which otherwise might not have come to light of the sighting in mid-November of Harry Pidgeon in his *Islander* by the American Export steamer *Express*, westbound from the Mediterranean. According to Wilder, Captain Profeta, of the *Express*, came alongside the *Islander* "and was astonished to see a solitary figure sitting in the cockpit, with the tiller braced under one arm. He hailed the occupant of the

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A FLEXIBLE HULL FOR THE STARS

By

C. E. TURNEY

STAR boat owners who discovered, at the end of the 1937 season, that progress in that one-design class had rendered their spars and rigging obsolete, are beginning to suspect that further development has relegated to the status of a "has-been" every hull built to the designer's lines instead of to the limits of the measurement allowances. This writer, a lover of progress and development (within the limits of fair competition and the spirit of the rules), has worked out a device which makes those suspicions a certainty. Its adoption should skyrocket the Star boat to a plane of efficiency beyond which progress cannot go. This may permit owners to settle down to racing their boats, thus encouraging a healthy state of affairs.

At least one new Star of the past season which owed less to Mr. Gardner's design than to expert revision thereof, has left the owners of other Stars gasping and complaining. At the same time, rumor has it that the new boat's owner is dissatisfied with her, on the ground that a few of her finishes in a large fleet were not firsts or even seconds. Since this boat's sails and skipper were the same in every race, it must be obvious that the reason for this sad irregularity in performance was a lack of versatility on the part of the hull, the only fallible factor in Star racing now that the German rig has been standardized.

As a result, Star Class discussion now centers around the merits of maximum and minimum beam at chine and deck; maximum and minimum round of bottom athwartships, and maximum and minimum water line as produced by raising and lowering points in the profile at the ends and amidships. Some new boats are being built to the limits of the liberal measurement tolerances, each builder hoping that his particular combination of variations will produce the unbeatable boat.

To end your suspense, the answer to all this, so obvious an answer that it comes like a thunderbolt, is the flexible hull, a hull that can be bent and otherwise deformed to meet the ever changing conditions of wind and sea. Such a fully adjustable Star boat hull is, I submit, practical, desirable and legal.

It is practical, as is shown by the accompanying sketches and the explanation below. Desirable, because, like the flexible rig, it introduces more elements on and by which skipper and crew can exercise and demonstrate skill and judgment. As a final and decisive superseding of obsolete and backward boats, built to the plans for reactionary owners, the flexible hull, once acquired, can never be outbuilt. It is thus, as we were told of the flexible rig (which supposedly superseded all the old sails but made one new mainsail enough) an economy in disguise. Legal, since the rules do not prohibit it.

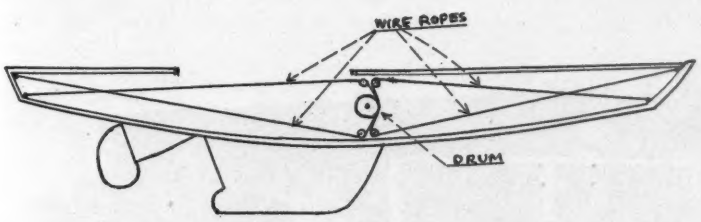

Figure 1. Diagram showing essential elements of the profile-adjuster or keel-bender

If the flexible rig did not violate the rule against "curved or artificially bent spars," because by definition the rig was flexed, not bent, and anyway, it was not what the rule makers were thinking about — how can a flexible hull violate rules which do not mention bending boats — which certainly hadn't been thought of either.

Now for the how-to-do-it part. Figure 1 shows the profile-adjuster or keel-bender. This consists of four wire ropes in two pairs. One pair leads from bottom of stem and transom, respectively, over sheaves at deck amidships and down to a drum. When these are tightened, the ends of the hull are raised, the middle depressed. This bending of keel and chine of course shortens the water line. The other pair of wires leads from the top of stem and transom, respectively, over sheaves at the bottom amidships, to the same drum. When these two wires are tightened, the opposite reaction takes place; the keel is straightened and the water line is lengthened. The wire ropes are so wound on the drum that one pair is slacked as the other is tightened. Power will be obtained by a worm gear, omitted from the sketch. With such a gear, the crank will stay where you leave it.

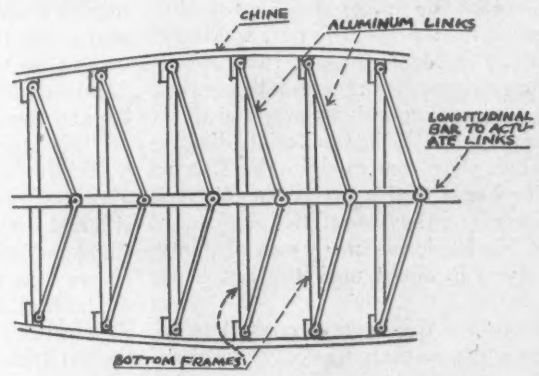

Figure 2. Diagram showing portion of the bilge-bulger operating on six midship frames

Roundness of bottom and breadth of beam at chine can be adjusted with equal ease. They have to be adjusted together, decrease in round accompanying increase in beam, and *vice versa*. This seems proper; a flatter, wider bottom for stability in a breeze; a narrower, rounder bottom for low resistance in light airs and sailing down wind. The simple basic mechanism of the bilge-bulger, as I call it, is shown in Figure 2. The ends of each bottom frame are connected by a two-part aluminum link, forming a slight "V" forward (or abaft if you insist) of the frame. These links hinge on pins at the frame ends and at the center line, the center pin connecting the links to a bar running fore and aft. A screw device (not shown in the sketch) will move this bar longitudinally in either direction. Moving this bar forward or aft will increase or decrease the angle of the links and consequently the distance between their ends. This will push the chines apart or pull them together, at the same time flattening or rounding the bottom. Frames will be made of hickory, bent, not sawed to the curve, hickory being notoriously supple when wet.

To the objection that a Star hull is naturally rigid and will not yield to such manipulation, one answer is that it will

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In her first race, "Prelude," a cutter built and manned by Captain M. R. Jefferies and other officers of H. M. Royal Engineers, found the wind too heavy and had to take in her spinnaker

Douglas Went

THE MONTH IN YACHTING

"Tech" Barely Wins at Brown

IT may be that the caliber of college dinghy skippers is on the upgrade but, whatever the reason, the Massachusetts Institute of Technology skippers for the second time this fall had a narrow squeak to preserve their unbeaten record in the intercollegiate dinghy racing when they competed in the Brown University Yacht Club's Invitation Regatta at Providence, on the Seekonk River, Armistice Day. The Engineers finally prevailed but the issue was in doubt until the last boat finished.

Conditions for this regatta could hardly have been worse as there was only a zephyr from the southeast whispering across the stream to assist the racers in combating a foul ebb tide. Windward work was at a premium. Even to arrange a windward leg, the leeward mark had to be placed in shoal water so that several craft ran aground in the mud.

Yet, despite the drifting conditions, competition was keen. Throughout the afternoon, no team had a lead of more than three points at any time as Williams, Brown, Tufts and M.I.T. fought it out, with Princeton and Harvard close enough to be a constant threat.

Overcoming an early lead by Williams, the Engineers went into the final contest with a single point margin over Brown, the score standing 61 to 60. The last race, won by Gardner Cox, of Princeton, was the poorest of the series, the wind dying to nothing at all and the tide turning from ebb to flood just as the boats turned the leeward mark up the river.

After Cox and Jim Lewis, of Williams, finished, Johnny Mason, of Brown, the regatta's high point individual scorer, struggled across the finish line in third place, two boats ahead of Runyon Colie, sailing Tech's first boat. The score stood: Brown, 72; Tech, 71; and the issue rode on the finishing order of their teammates, both back in the ruck.

Finally, Eric Olsen brought the second Tech boat home in ninth place, but Brown still had a chance to tie the score should Len Romagna, of Manhasset Bay, in the second Brown boat, prevail over Jimmy Rousmaniere, of Harvard, in their battle for tenth position. After a long struggle, Rousmaniere finally slipped across the line.

Thus Tech won again but the score is deceptive in that, immediately following the finish of the Harvard boat, Commodore Ralph Fletcher, of Brown, went out and towed the other contestants in. Had they finished, Romagna was assured of the next place and Tech would have won by a single point instead of by five. The scores were M.I.T., 77; Brown, 72; Tufts, 66; Princeton, 65; Williams, 57; Harvard, 50; Trinity, 23.

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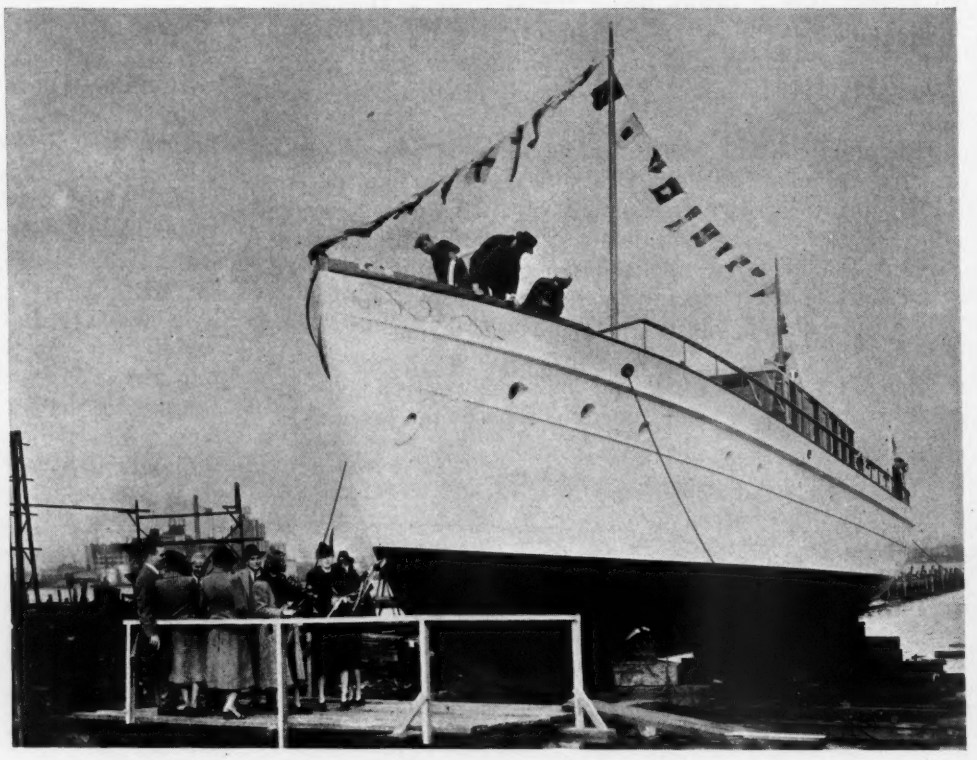
College Dinghy Notes. . . . As the Tufts Yacht Club has applied for membership in the Intercollegiate Yacht Racing Association, its crews were invited to compete in the Brown regatta and they made a surprisingly strong showing. . . . Vincent Keenan, who sails out of Winthrop, on Boston Harbor, stood third in individual scoring behind Mason and Colie while the other Tufts skipper, Johnny McNeish, was in the thick of the fighting. . . . John P. Meade, Commodore of the Princeton Yacht Club and a Cold Spring Harbor Beach Club skipper, has been elected to the Executive Committee of the I.C.Y.R.A. to fill the vacancy left by the resignation of John Taylor Arms, 3rd, also of Princeton. . . . The best dual regatta of the fall season was the Williams-M.I.T. meeting and the sailors from the Berkshires gave the Engineers a real battle in both the varsity and freshmen events before dropping the contests by 82 to 60 and 77 to 67 points respectively. . . . With Jim Lewis, Bob Bavier, Jr., Stanley Turner, Orin Jones, and the national junior champion, Bob Gordon, available for helmsman's duties, it is no wonder Williams is already the favorite for the McMillan Cup. . . . Tech had an easier time winning the Triangular meet with Har-



Ready to go overboard. E. E. duPont's "Morning Star," an 85-foot motor-sailer designed by Masterson & Schlegel and built under their supervision by Mathis Yacht Building Co., of Camden, N. J. Her plans were published in "Yachting," May, 1938

Douglas Went

Spinnaker trouble! The crew of "Prelude" struggling to take in her recalcitrant kite as the sail tries to take charge and the boat runs off her helm. "Prelude" is from designs by Laurent Giles

107-Foot Diesel Yacht Building

CONSTRUCTION of one of the largest motor yachts built in recent years, probably the largest now under construction, has been started at the yard of Robert Jacob, Inc., at City Island, N. Y. She is 107 feet in length over all and is from designs by John H. Wells, Inc. Her owner is C. A. Tilt, of Chicago.

Her other dimensions are 17′ 9″ beam and 5′ 6″ draft. Her designer reports that she will be the fastest Diesel yacht of her size and type yet built, her designed cruising speed being 20 miles per hour. Power will be supplied by two 500 horse power Cooper-Bessemer supercharged Diesel motors controlled from the pilot house for one-man operation.

The hull will be fairly light and double planked with mahogany and cedar. Decks will be of teak and houses of mahogany.

(Continued on page 237)

vard and Dartmouth, and the Quadrangular meet, which had Brown as an added competitor. . . . West Point entered the dinghy racing field by opposing Tech in a late October duel and, with no practice, did a fine job of making good competition.

LEONARD M. FOWLE

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Six-Metres on San Francisco Bay

FOR months there have been rumors that Six-Metres would soon be revived on San Francisco Bay. For a while they were only rumors but, early in November, things began to happen. *Fun* and *Lulu*, both outstandingly successful craft designed by Sparkman & Stephens, arrived, having been bought from Eastern yachtsmen. *Fun*, the property of a syndicate of St. Francis Yacht Club members, has been renamed *St. Francis*. Stanley Barrows, former owner of the famous ketch *Dragoon*, is *Lulu's* new owner and has renamed her *Strider*.

No time was lost in getting the new arrivals into action. They were rigged immediately and raced every week-end throughout November. Charles Langlais has been *St. Francis'* skipper, assisted by Vince Jervis, Geoffrey Ford, Bert Hosta, Gus Dom and others. Barrows skippered *Strider* and has had with him James Michael, San Francisco Bay's ranking Star Class skipper, Myron Spaulding, Bird Class champion, and other top-notch racing men.

In 1939 there will be more racing than ever before on the Bay, largely due to the activities being sponsored by the Golden Gate Exposition. By the time the season gets under way, there will probably be other "Sixes" in the fleet. The Corinthian Yacht Club is on the lookout for a boat and both Arthur Rousseau and Myron Spaulding would like to be at the tiller of their own "Sixes" again. James Michael has put his Star on the market with the idea of buying a Six-Metre. Cyril Tobin, also, may enter the class.

The boats already on the Bay will undoubtedly go south for the winter events in Southern California waters and it is expected that the southern fleet will send a delegation north for the big events which have been scheduled to take place on San Francisco Bay next summer.

F. PIERCE SHERRY

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Edward P. Alker

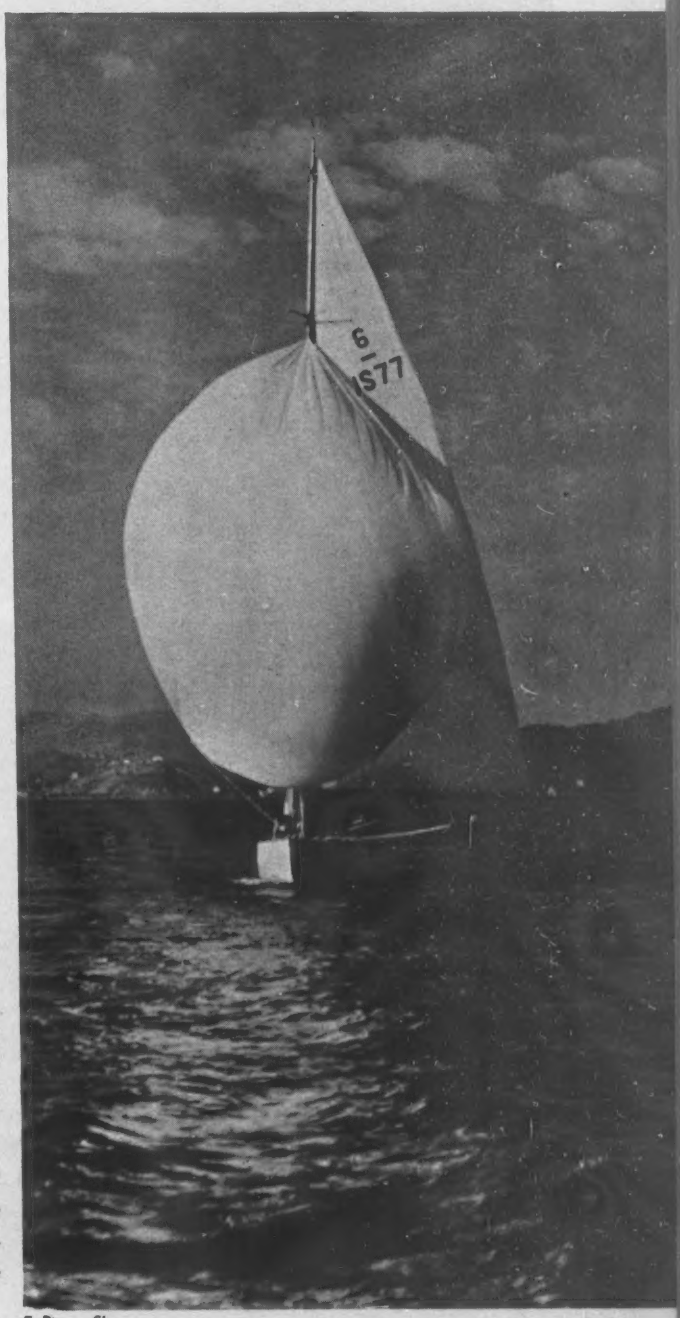
WITH the sudden passing, on November 18th, of Edward P. Alker, the sport of yachting lost one of its most enthusiastic and best liked figures. He was fifty-one years old.

"Ted," as he was known to his host of friends, was born in Great Neck, L. I., and was a member of a family which has long been prominently identified with yachting. He spent a large part of his early years on and about the waters of Manhasset Bay and Long Island Sound, racing and cruising. His interest in the sport continued unabated after his graduation from Yale in 1909.

"Ted" and his brother J. W. Alker were the original owners of *Alera*, Number 1 of the old New York "Thirties." Later, he owned and raced *Alert* in Class P and *Nimbus*, one of the famous Larchmont O Class boats. More recently he has campaigned successfully in the Interclub and International classes.

During the war Mr. Alker served as an officer in the U. S. Naval Reserve Force on patrol duty. Among the vessels in which he served was his family's steam yacht *Florence* which had been turned over to the government for war service.

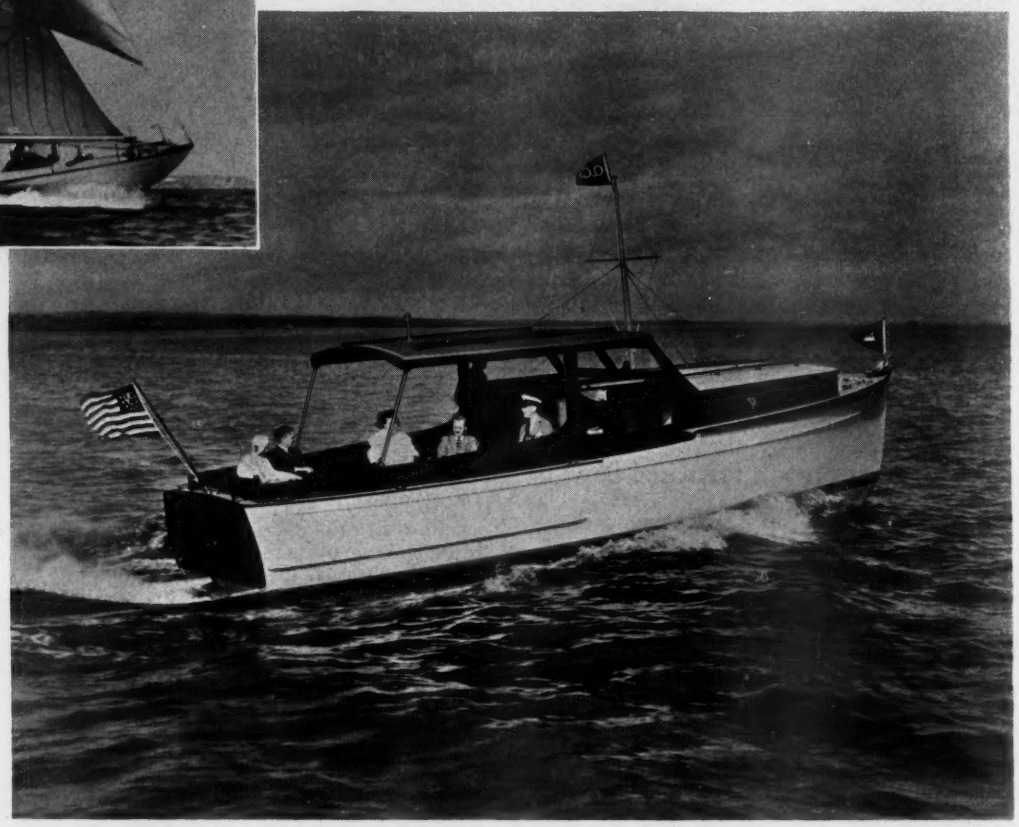
"Ted" Alker was for many years a member of the Board of Trustees of the Manhasset Bay Yacht Club and also served the Club as vice commodore. At the time of his death, he was also a member of the New York and Larchmont Yacht Clubs.



F. Pierce Sherry

The Six-Metre "St. Francis," formerly the "Fun" owned by F. T. Bedford, of Southport, Conn., has been bought by a syndicate of yachtsmen for racing on San Francisco Bay. She now wears the colors of the St. Francis Yacht Club

"Orient," owned by F. A. Jenckes, of Providence, R. I., was one of the three boats in Bristol, R. I., that weathered the September hurricane. Only the captain and steward were aboard. "Orient" was built by Wing On Shing in Hong Kong, China, from designs by Sparkman & Stephens, Inc., of New York. She is 63' 5" in length over all, 44' 0" on the water line, 14' 1" beam and 8' 5" draft. As auxiliary power she is equipped with a 6-cylinder Kermath Diesel which is rated at 84 horse power.



Right, a 34-foot a.c.f. cabin cruiser designed and built by the American Car and Foundry Co. at its yard in Wilmington, Del. The boat is 34' 0" in length over all, 9' 6" beam and 3' 0" draft. Her motor is a Chrysler Crown engine fitted with reduction gear.

Below, "Archimedes" was designed by Henry C. Grebe & Co., naval architects of Chicago, and built at the corporation's yard in that city. She is 49' 8" in length over all, 12' 11" beam and 3' 5" draft. She is powered with a pair of Superior Diesel engines which give the yacht a maximum speed of 15 miles per hour.

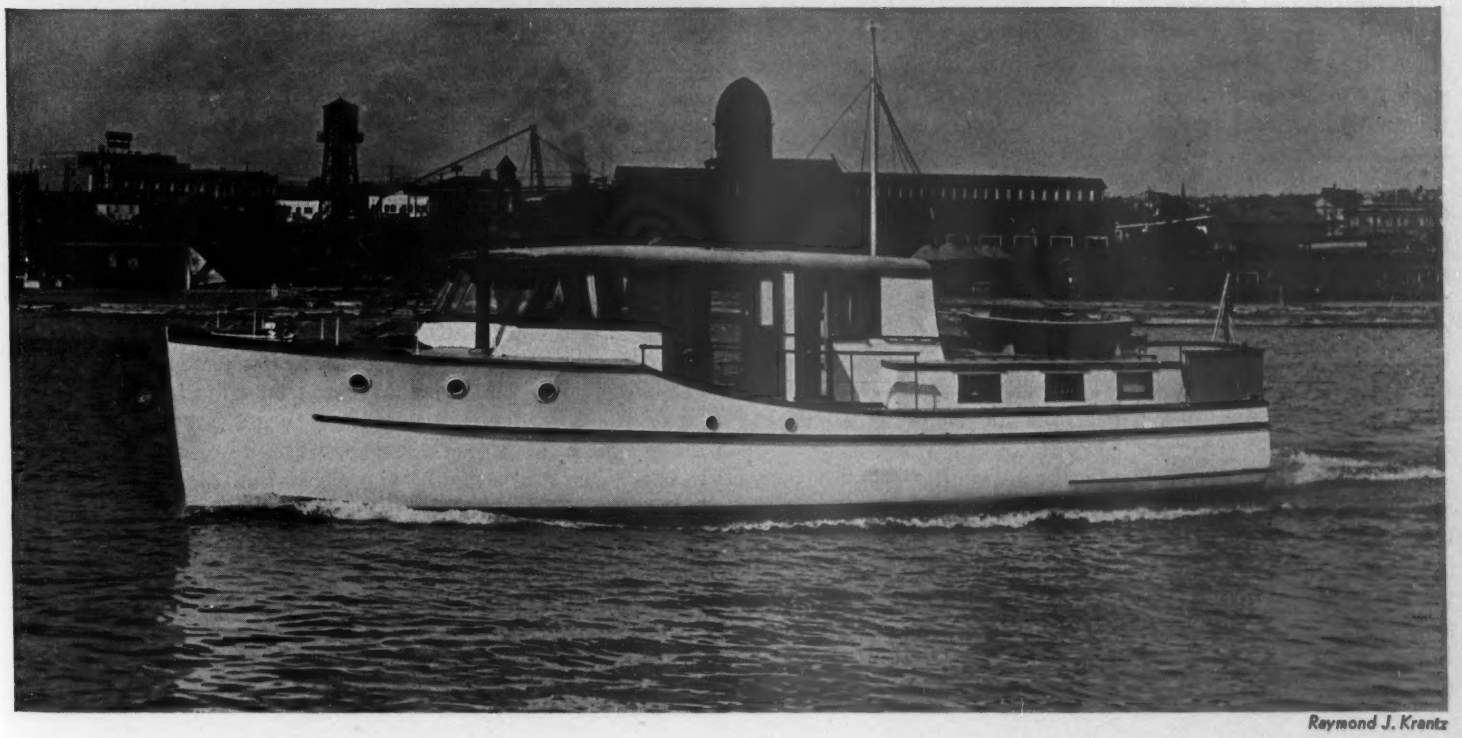
Foto-Ad

B. Devereux Barker, vice commodore of the Eastern Yacht Club, of Marblehead, is the owner of the composite cutter "Good Hope." She was designed to the Universal Rule by Frank C. Paine, of Boston, and built by the George Lawley & Son Corporation. She is 63' 3" in length over all, 44' 0" on the water line, 14' 0" beam and 8' 6" draft. Her sail area is 1743 square feet. The motor is fitted with a special silent chain reduction gear. The propeller shaft passes through the rudder stock, a system invented by her designer.

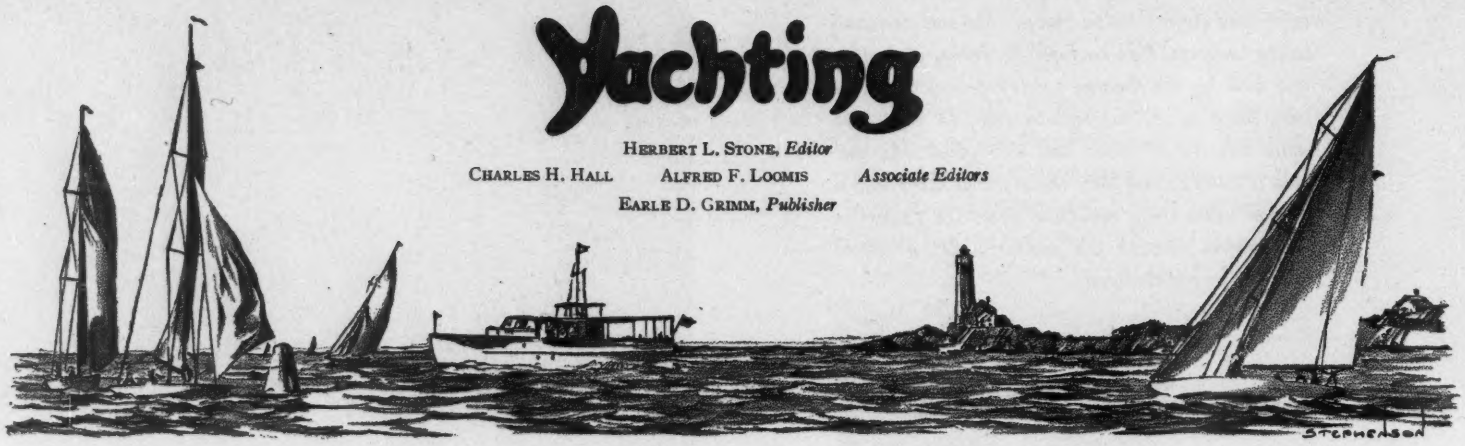
"Stormy Petrel," below, has a roomy cockpit

Left, "Stormy Petrel," a 29-foot Chris-Craft owned by James H. Kimberley, of Neenah, Wis., hurries across the waters of Lake Winnebago, driven by her two Chris-Craft engines. These develop 135 horse power each and drive "Stormy Petrel" at a 37-mile pace.

Below, "Nan" was designed by Edwin G. Monk, of Seattle, for his own use. She is 50' 0" in length over all, 14' 0" beam and 3' 6" draft. Her 95 horse power Kermath Sea Rover, with Upton 2:1 reduction gear, turns a 24" by 16" propeller and gives "Nan" a cruising speed of 8 knots.



Raymond J. Krantz



EDITORIAL

"Must" Legislation for Yachtsmen

LAST June Secretary of Labor Frances Perkins persuaded the Senate to ratify several draft conventions of an international labor congress. They were subsequently ratified as an international labor treaty by the President, and said treaty is to become effective on October 29th, 1939. One of the conventions, numbered 53, which is cited as the "Officers' Competency Certificates Convention," concerns "the minimum requirement of professional capacity in the case of captain, navigating and engineering officers in charge of watches on board merchant ships," as it is worded in the preamble; and has become a source of alarm to yachtsmen and other operators of small craft who fear that the new law, if rigidly enforced and if not modified, will require them to ship more paid hands aboard their craft than they can stand, let alone berth.

However, the convention does not, as many believe, stipulate in so many words the minimum requirement of officers of vessels, but "the minimum requirement of professional capacity" of those officers — which is a different matter. The "sleeper" in the convention lies in Paragraph 1 of Article 5 which provides that each country ratifying it shall insure its due enforcement by an efficient *system of inspection*. Guileless, yet loaded with dynamite. For the fact is, as was pointed out by Solicitor E. T. Quigley, of the Department of Commerce, that our laws provide that no vessel of the United States which is *subject to inspection as to personnel* shall be navigated unless she have a duly certificated complement of officers on board. Under our present laws numbered motor boats are not subject to this type of inspection.

It is not enough that we be assured, as we have been by embarrassed Government officials, that the convention does not apply to motor boats and undocumented sail boats. The plain wording of Article 1 is that it "applies to *all vessels* registered in a territory for which this convention is in force and engaged in maritime navigation." The mere fact that the treaty contains a provision allowing for legislative exemption of domestic vessels of less than 200 tons implies that until Congress enacts such legislation the treaty does affect small vessels.

Moreover, while the treaty has been popularly believed to apply only to vessels navigating the high seas, Solicitor Quigley has also pointed out that in Bouvier's Law Dictionary the phrase "maritime navigation," which occurs in the wording of the convention, is defined as "pertaining to navigation or commercial intercourse upon the seas, Great Lakes, and rivers." Under this definition the labor treaty affects every vessel, boat or canoe afloat on any inland waterway of the United States, as well as those other vessels which go offshore.

We do not believe that Secretary Perkins intended to saddle upon yachtsmen and fishermen a law which is ridiculous in prospect and with which it will be physically impossible to comply. We do believe that the present Congress will, if sufficiently urged, enact remedial legislation to exempt small craft from the provisions of the treaty. But the Congress must be urged. In fact, yachtsmen will do well to inform their Senators and Representatives that they regard this exemption as the only "must" legislation of the year.

\+ + +

The Year Ahead

AT THE turn of the year, even after a season that has seen as much activity afloat as the last, it is always more interesting to look forward than astern. Especially when the future seems to hold as much promise as the year 1939.

In the first place, we believe, from what we have seen the past two seasons, that the desire to get afloat is being felt by more persons than ever before in this country. The people of the United States are becoming more water-conscious each year, and where, in the past, it was chiefly those with a liberal dose of salt in their blood who took to the water for recreation, and whose activity "made" a season, today the pleasures of yachting are more widely known, the facilities for the use of boats are increasing, and the opportunity to indulge in the sport for a reasonable outlay have increased markedly with the growth of standardized boats for both racing and cruising.

The trend, as we see it, is largely toward cruising, and while the coming year will be as active as ever in the racing fleet, with some new boats building, one has only to note the increasing number of new small one-design auxiliary cruisers which architects and builders are turning out in great number, and the growing demand for small power cruisers, to realize that the real appeal is cruising. The fact that these are being put out at a price range that will allow many who could not afford one in the past to get a new cruiser will bring many newcomers to the sport. The same holds true in the power cruiser field, where the small standardized boat from 26 to 34 feet, with cruising accommodations, is filling a real need and is getting people on the water to a greater extent than the runabout ever did, although the latter, of course, has its specialized uses. We are convinced that, barring a major calamity such as war, we are facing the largest expansion in pleasure boating the country has ever seen.

IN THE WORLD OF YACHTING

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JOHN A. REMON

REELECTED in October to the highest office within its gift, John A. Remon again heads the American Power Boat Association, the organization which makes the rules and controls the racing of motor boats in the United States.

John Remon comes naturally by his love of boating, having been born almost in the shadow of his father's yacht yard in Salem, Mass., in 1885. The elder Remon, besides being a pilot, was a designer and builder of sailing craft until the panic of 1893 — we call them "depressions" today — practically put him out of business. Almost as soon as he was old enough to hold a tiller and handle a boat, John Remon owned one. When he approached college age, he secured a power boat for use during the summer months while attending Worcester Polytechnic Institute, from which he graduated in 1909 with an electrical engineering degree. Meanwhile, he raced his own sail boat and crewed on other yachts at Salem and Marblehead.

Business took him to Washington and his interest in boating soon led him to become associated with the President's Cup Regatta. He was general chairman from 1933 through 1936 and president since the regatta association was incorporated in 1934. As chairman of the river and harbor committee of the Washington Board of Trade, he has been actively working to improve conditions in the rivers and along the waterfront in and about the national capital.

In 1935, he became a member of the council of the American Power Boat Association and soon thereafter introduced and developed the regional plan of organization which replaced the former sectional set-up. Chosen senior vice president in '36, he was elected president the following year.

For many years he has been a member of the Salem Willows Yacht Club, of Salem, Mass., and of the Corinthian Yacht Club, of Washington, D. C.

A One-Design Yawl From Boston

THE cruising yawl, the plans of which are shown on this page, is from the board of E. Arthur Shuman, Jr., naval architect of Boston, and several of the new craft are now under construction at Palmer Scott's yard in New Bedford. The design is based on that of the 1938 "Single-Hander," designed by Mr. Shuman, although the new boat is a foot longer and has three inches more beam than her older sister. The principal dimensions of the new yacht are as follows: Length over all, 35′ 0″; length on the water line, 24′ 6″; beam, 8′ 6″; draft of water, 5′ 3″. The total sail area is 480 square feet in mainsail; overlapping jib and mizzen. The sails are by Ratsey & Lapthorn, Inc., of City Island, New York. The standard headroom in the boat is 6′ 1″; this may be increased to 6′ 2½″ if the request is made before the construction is too far advanced.

Construction is high grade and the scantlings are the same as those of the earlier "Single-Hander," keel, deadwood and framing being of selected white oak. The outside planking, bulwarks, cabin trunk, hatches and trim are of Philippine mahogany. Fastenings are specially dipped galvanized steel screws. The cockpit has teak flooring. It is watertight and self-bailing. A hatch in its after bulkhead gives access to the lazarette.

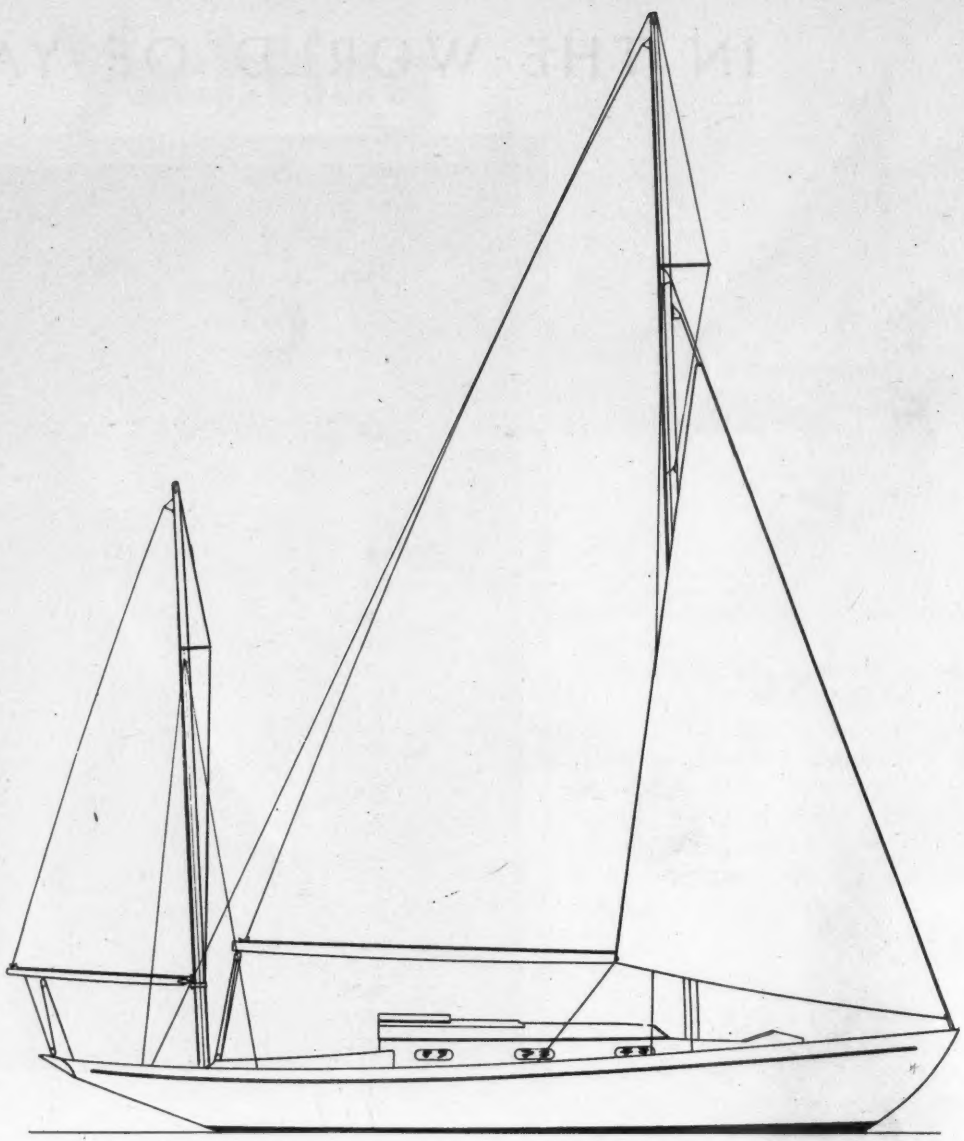
The mainmast is hollow and of round section, glued up, and the standing rigging is of 1 by 19 aeroplane wire rope. The mainmast is stepped on deck, as in the earlier boat, thus eliminating any stress on the cabin trunk which may be transferred from the mast and avoiding cutting up the space below deck in the forward part of the boat. Heavy beams are fitted under the mast and a stout step is worked in on deck under its heel. The mizzen is likewise stepped on deck. The sides of the cabin trunk are extended forward, forming a pocket around the mast which makes a fine place in which to stow loose objects without fear of their being washed overboard in a hard chance. Blocks are of ash and there are winches, track and slide provided for the head sheets.

The power plant is a Gray Sea Scout engine which is installed on the center line under the bridge deck. Electric lights are fitted throughout the boat. A clamshell ventilator is worked in at the forward end of the cockpit to ventilate the engine compartment. Fuel and water tanks of ample capacity are installed under the deck in wake of the cockpit.

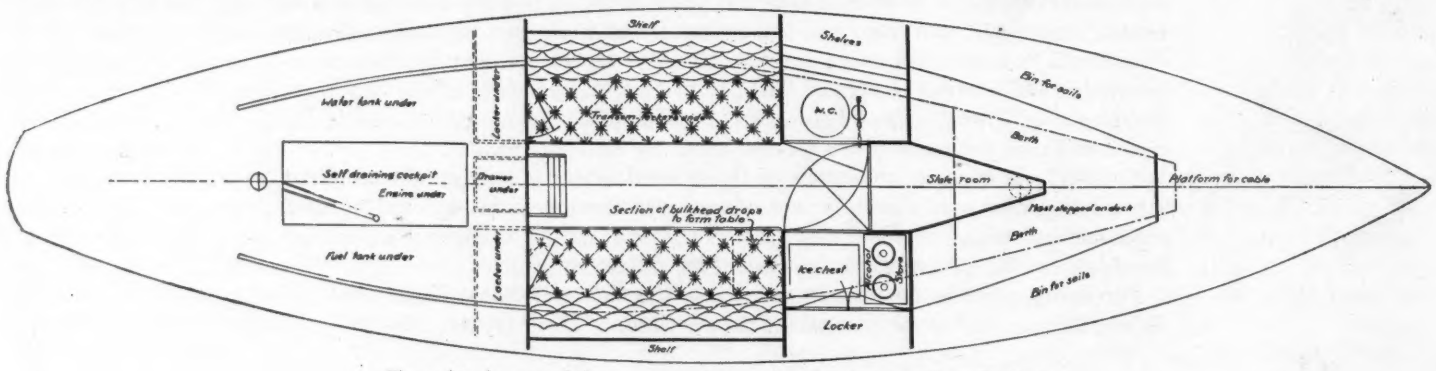
Below, the main cabin has a comfortable transom each side, with lockers under. On each side aft is a locker under the bridge deck and there is a drawer amidships. Forward, a portion of the bulkhead drops down to form a table. The galley, which is equipped with alcohol stove, pump, and sink and finished in imitation tile lining, is on the starboard side amidships with the toilet room opposite.

Forward is the stateroom, with a high built-in berth on each side, sail bins, outboard and rope locker forward. A hatch with a high coaming is in the deck overhead. All berths are 6′ 4″ in length.

The interior is finished in neutral color in eggshell gloss, with enough natural wood trim to enliven the appearance. All cabin hardware is chrome plated.

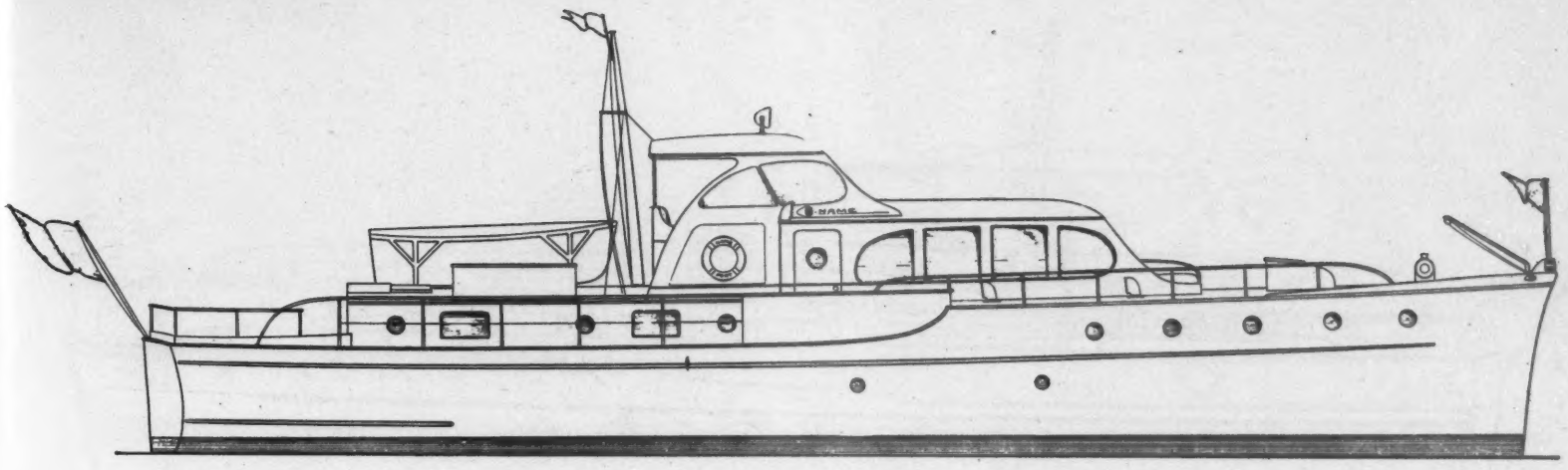


The yacht carries a modern yawl rig, easy to handle



The cabin layout of the new one-design class has been well worked out

The plans reproduced in this section are the property of the designers under whose name they appear. For further information concerning any design address the naval architect in question.



The outboard profile shows a modern trend in the raking fronts of the houses

A 57-Foot Twin-Screw Motor Yacht

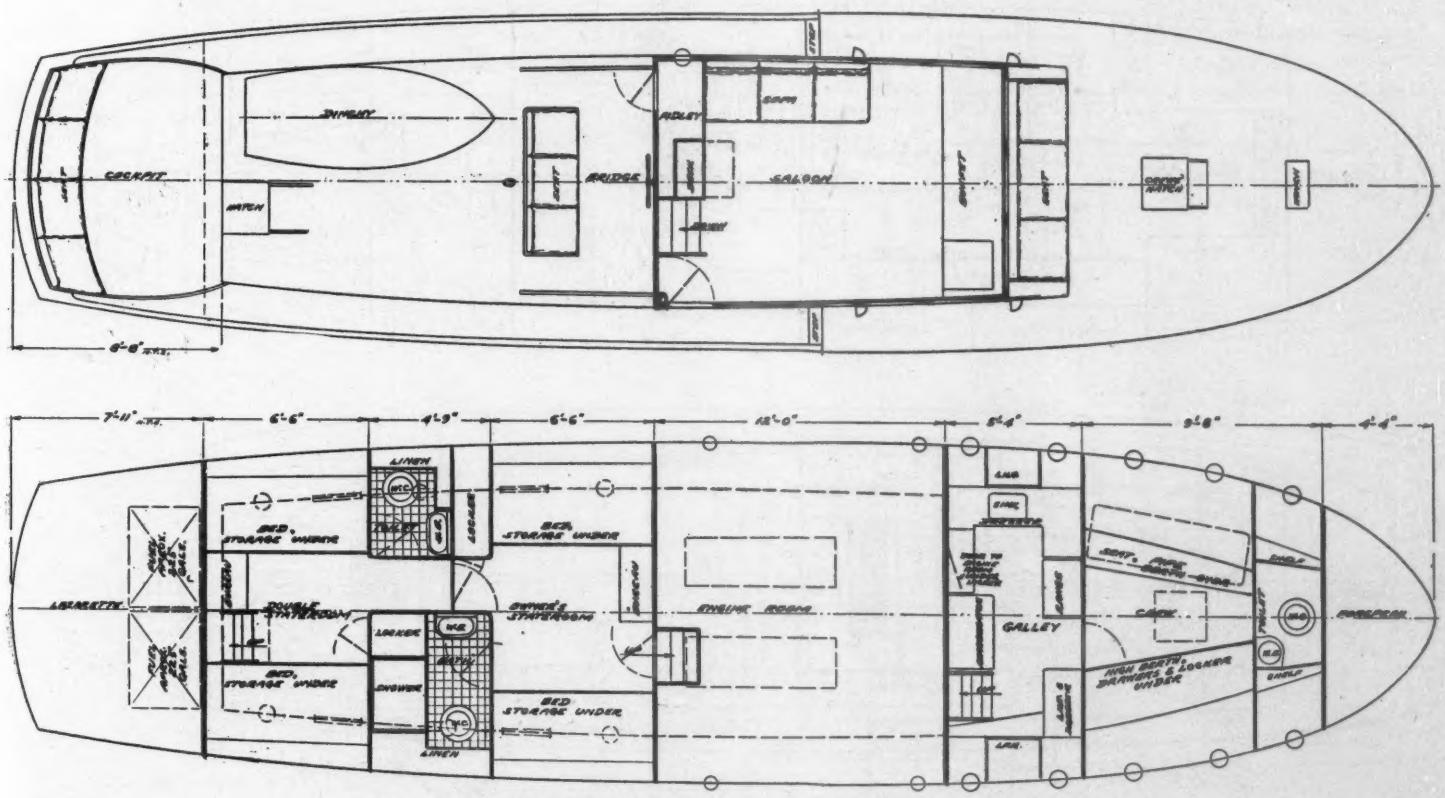
THIS interesting motor yacht is from the board of Henry C. Grebe & Company, Inc., naval architects of Chicago. *Anjac*, built at the corporation's shipyard in Chicago last summer for J. C. Schmidlapp, of Harbor Springs, Michigan, being the first yacht built from these plans, may be considered the pioneer of a class of custom-built standardized craft since her size and accommodations seem to appeal to a number of yachtsmen. Going into commission last summer, she made a number of successful cruises on the Great Lakes during the season.

The general dimensions of the new yacht are as follows: Length over all, 57′ 0″; beam, extreme, 13′ 7″; draft of water, 3′ 9″. Construction is of the best, with the keel, stem, deadwood and framing of selected white oak, the outside planking of mahogany, copper fastened, and the decks of teak. Deckhouse, cabin trunk, in fact, all of the exterior joinerwork, are of mahogany, finished in varnish.

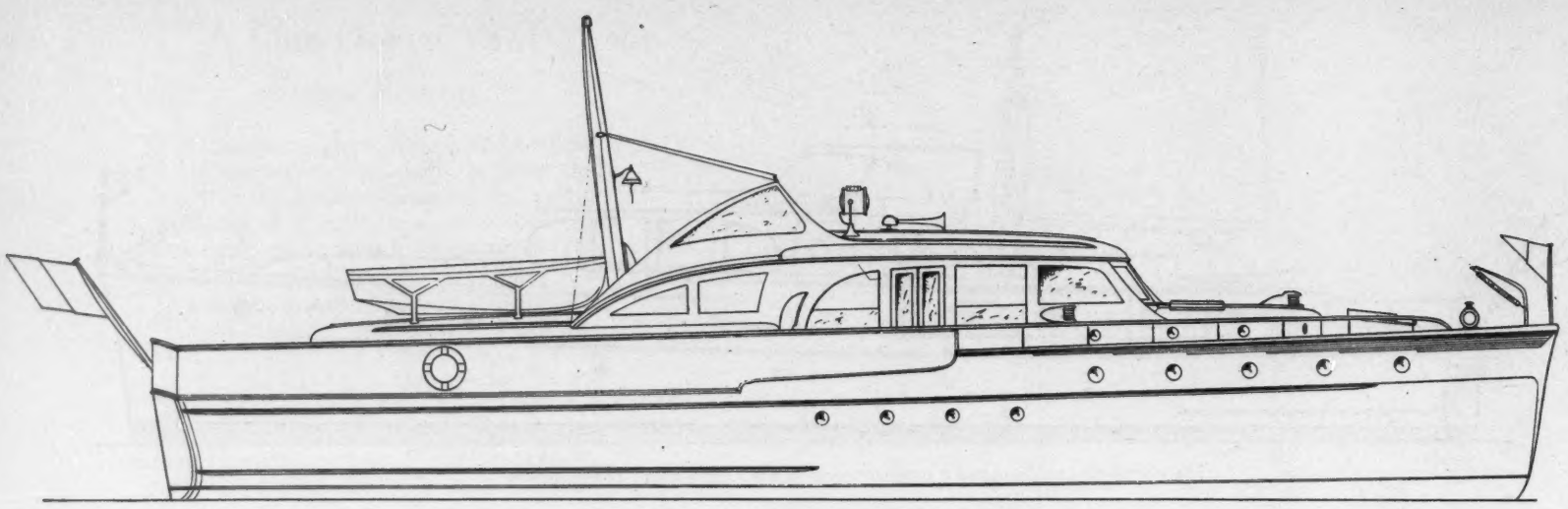
The power plant of *Anjac* is a pair of 6-cylinder Sterling Petrel engines which develop 180 horse power each and give the yacht a speed of 16 miles per hour. Boats which may be built from these plans in the future may be powered with either gasoline engines or Diesels as the owner may desire. The engine compartment is roomy and there is plenty of space both for main engines of either type and for all of the necessary auxiliary machinery in addition.

The yacht is of the raised deck and trunk cabin model with deckhouse amidships, the navigating bridge being just abaft the deckhouse. A wide cushioned seat runs across the forward end of the deckhouse and there is another seat abaft the bridge. The bridge is protected by side panels which curve down to the top of the trunk and an awning overhead. Aft is a comfortable cockpit with a seat running around the taffrail.

The deckhouse, the interior of which is finished in walnut, is the dining room and lounge and steps lead down from it both forward and aft. Below, there is the forecastle and crew's toilet room forward, abaft which is the galley, the full width of the yacht. Aft, the owner's stateroom has two wide berths, bureau and locker and a bath room with a shower. The guests' room aft is also a double room and has its own toilet room adjoining. Steps lead from this stateroom to the after cockpit.



Deck and cabin plans of the 57-footer designed by Henry C. Grebe & Co., Inc.



The outboard profile of the new yacht shows a distinctly modern trend

A Twin-Screw Diesel Cruiser from the Delaware

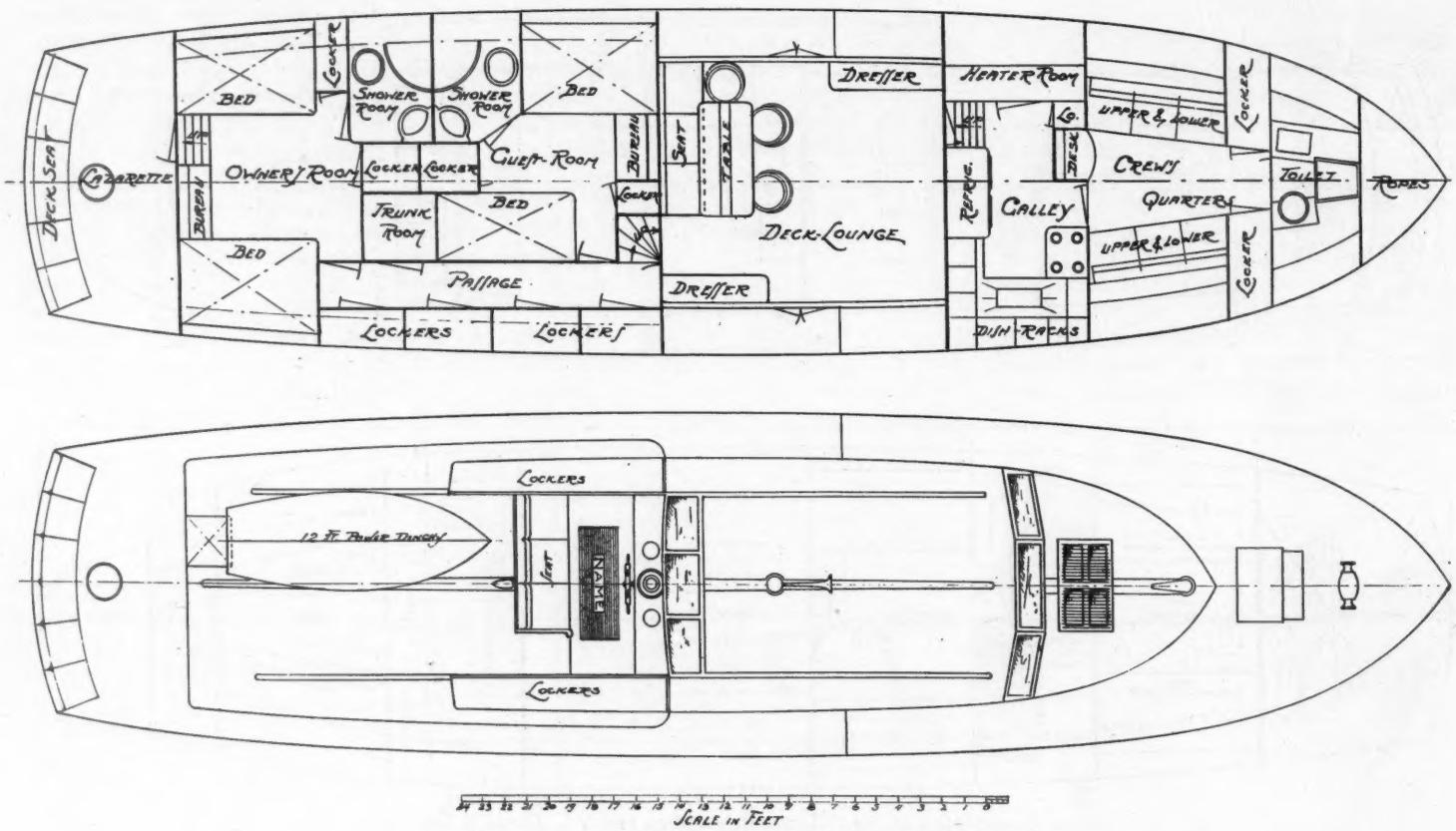
HERE are the plans of a fast motor cruiser from the board of A. W. W. Van Hoorn, a.c.f. designer, drawn for an Eastern client and to be built at the corporation's yard in Wilmington, Delaware. The new yacht is 65′ 0″ in length over all and 15′ 0″ beam. Her appearance is up to the minute, with the slight reverse curve in the contour of the stem, and the strong rake to the forward end of the deckhouse and the sweep of the after end of the house.

Construction is high grade, with white oak keel and teak stem, stemson and decks. The outside planking is double, with white cedar inside and mahogany outside, all bronze fastened. Deckhouse, cabin trunk and deck erections are in mahogany. An attractive innovation is the treatment of the bridge which has on each side a deck locker for ship's gear, the tops of these lockers carrying out the sweep of the roof of the deckhouse down to the top of the after cabin trunk.

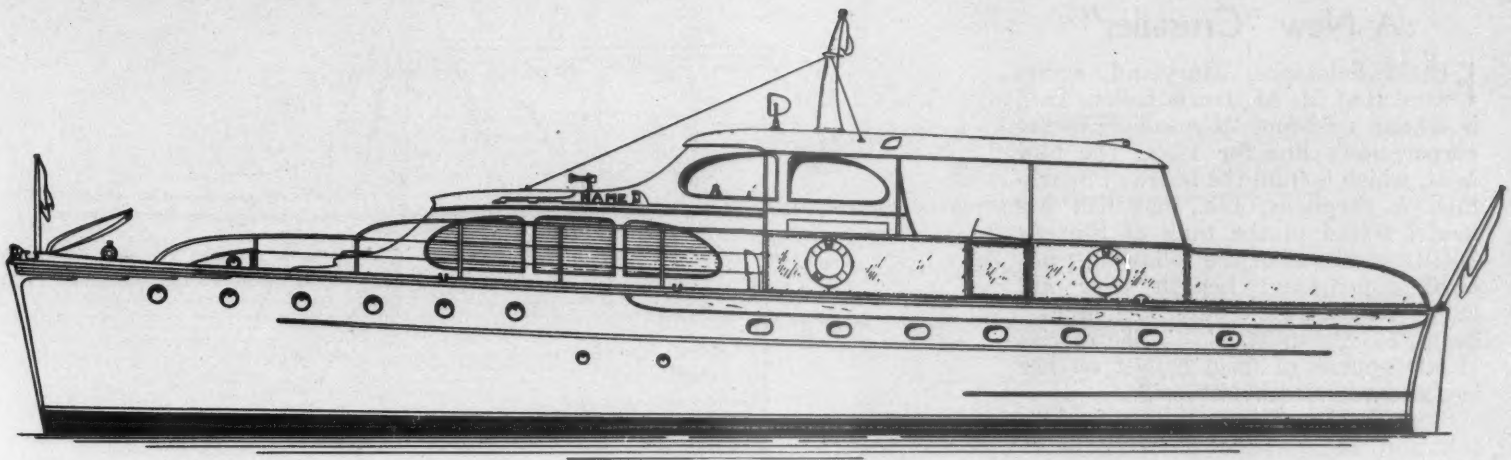
The power plant is a pair of 8-cylinder Superior Diesels driving twin screws through Monel metal shafts. In the design of shaft logs and shaft bearings, great care has been taken to eliminate noise, whip and vibration. Fuel and water tanks of capacity to ensure liberal cruising radius will be installed. Twin rudders will be fitted.

The crew is berthed forward in a four-man forecastle with toilet room adjoining. The galley extends across the ship and is roomy and well ventilated. A large electric refrigerator, gas range and other equipment are installed.

Next aft is the main cabin, in the deckhouse, with the engine room below it and the bridge on top of the after trunk just abaft it. The owner's quarters include two large staterooms, each a spacious room with two wide berths, bureau, lockers and bath room with shower. A passageway runs along the starboard side with lockers outboard of it. Steps lead from the after stateroom to the quarterdeck which is provided with a seat around the taffrail. All floors and house roofs are carefully insulated against heat and noise.



Accommodation plan and deck plan of the new 65-footer by a.c.f.



Outboard profile of the new motor yacht designed by John L. Hacker and under construction in Detroit

A 55-Foot Diesel Cruiser with Engines Aft

THIS cleverly arranged yacht is from the board of John L. Hacker, naval architect of Detroit, and is now under construction at the yard of the Fisher Boat Works, Inc., in that city. The yard was formerly the Pouliot Boat Works, Inc., which built the auxiliary yawl *Royono III* last spring. The new boat is of the following dimensions: Length over all, 58′ 9″; beam, 15′ 0″; draft of water, 3′ 6″. The design is based somewhat on that of the 65-footer *Barat*, also from Mr. Hacker's board.

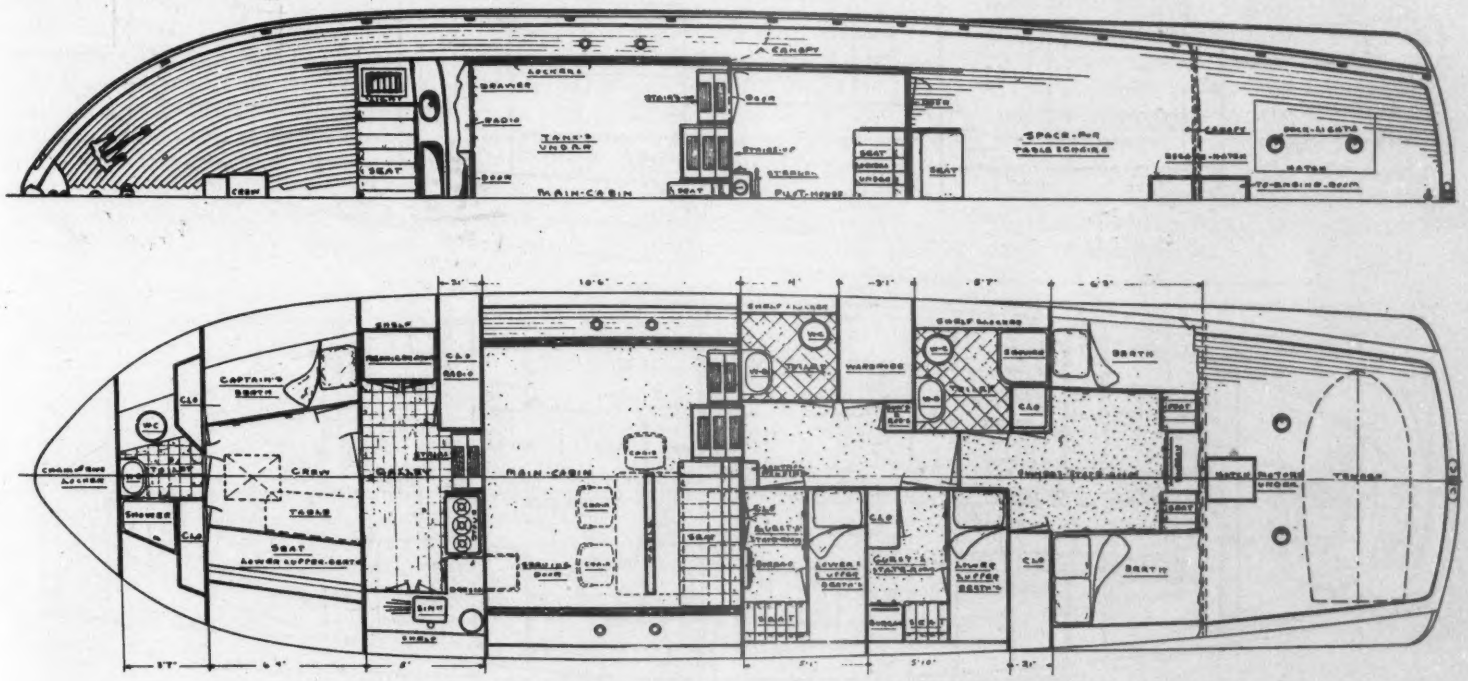
Construction is substantial, with oak keel and framing throughout and outside planking of mahogany, all bronze fastened. Deck, rail and outside trim are of teak and the main cabin is finished in natural walnut. Bathrooms are finished in tile board and owner's and guests' rooms in enamel, with walnut trim.

The main engines are a pair of 4-cylinder Gray G.M. Diesels installed under the after deck and driving through gears. Placing the power plant aft gives the best part of the ship to the owner's quarters and segregates noise and vibration. The engine compartment is separated from the rest of the yacht by a cork lined watertight bulkhead and the deck is also insulated with cork for soundproofing. Lighting plant, water pumps, fire extinguishing system and other auxiliary machinery are located here. The tanks for the fuel oil have a capacity of 500 gallons while the fresh water tanks hold 300 gallons. The yacht will have a maximum speed of 16 miles per hour and will cruise at a comfortable pace between 14 and 15 m.p.h. Her cruising radius is 600 miles. Aqua Master propellers, made by The Michigan Wheel Co., will be used.

The main cabin is in the sunken deckhouse, a spacious compartment with plenty of lockers and a seat aft which may be used for a berth on occasion. Windows are large and are provided with venetian blinds and roll type screens, all properly housed. Stairs give access to the pilot house and to the after quarters. Forward of the main cabin is the galley, the full beam of the yacht. It is provided with a three-burner stove, refrigerator, stainless steel dresser and sink, and the usual racks and lockers. The floor is linoleum covered and there is a serving door into the main cabin. Forward of the galley is the forecastle, with captain's berth to starboard and two berths to port. Toilet and shower are in the eyes of the yacht.

Aft, the owner has a large double stateroom with an adjoining bathroom and two guest staterooms, each with an upper and a lower berth. Another toilet room is across the passageway from these rooms.

The pilot house is equipped with Bendix engine controls and Bendix automatic steering gear. There is a wide seat abaft the pilot house under a standing roof, and another one forward of the sunken deckhouse. There is 22′ of deck abaft the pilot house, part of it protected by the standing roof, with plenty of room for table and chairs.



Deck plan and accommodation plan, showing the arrangement with the two engines located aft

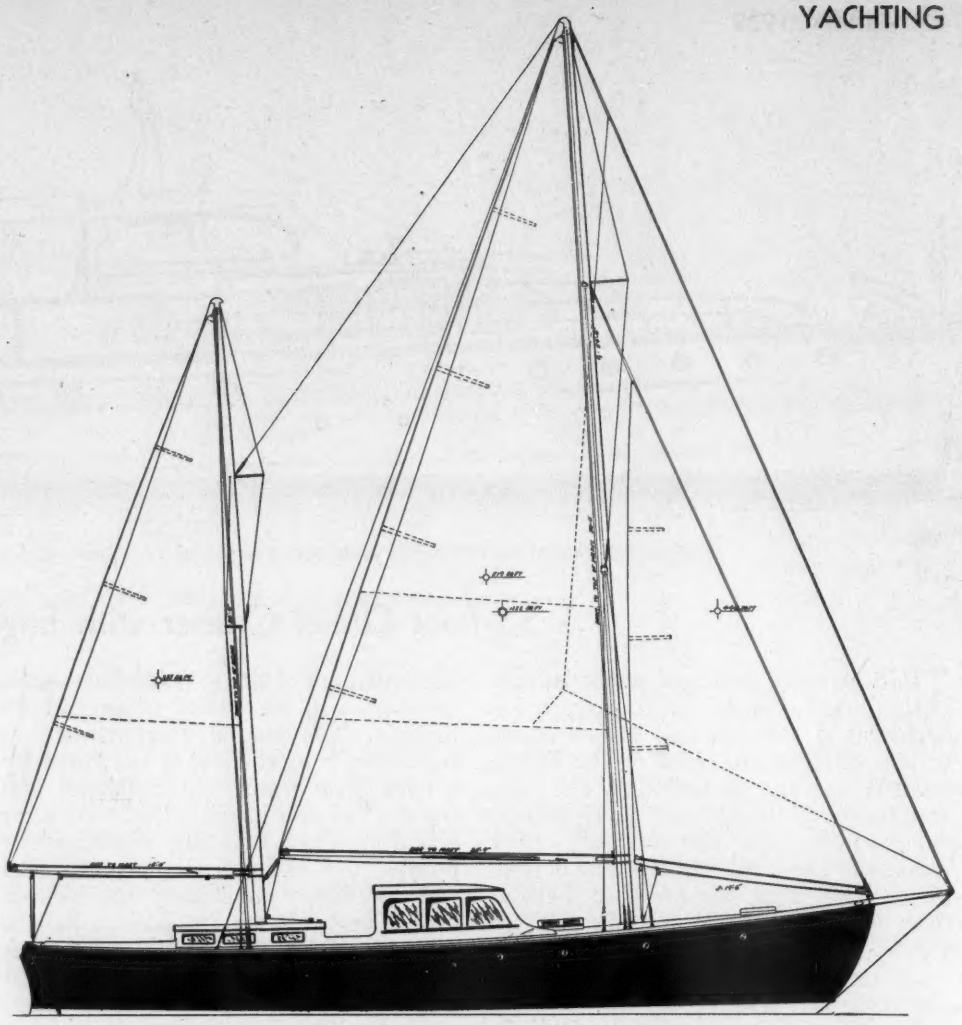
A New "Crusailer"

FROM Solomons, Maryland, comes word that M. M. Davis & Son, Inc., is adding a 52-foot "Crusailer" to the corporation's line for 1939. The new boat, which is from the board of Sparkman & Stephens, Inc., has had her model tested in the tank of Stevens Institute. She is of the following principal dimensions: Length over all, 52′ 6″; length on the water line, 46′ 6″; beam, 13′ 8″; draft, 5′ 2″. She carries 16,000 pounds of fixed ballast on her keel and a small amount inside.

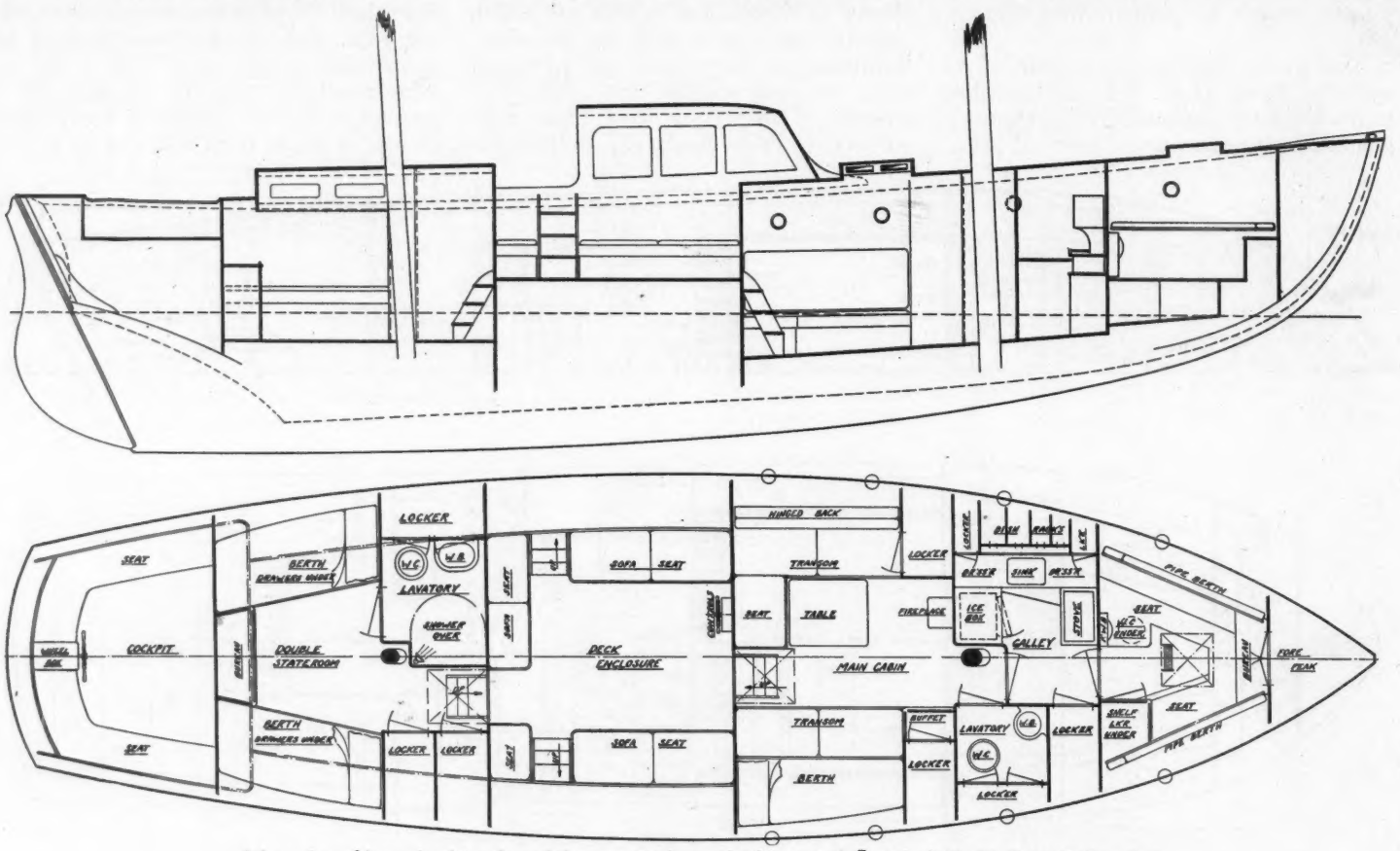
Stem, keel and frames are of white oak and the outside planking is of Philippine mahogany, Everdur fastened. Deck is of teak and the deckhouse of Philippine mahogany. Spars are hollow, of Sitka spruce, and the total sail area is 1222 square feet.

The power plant may be either gasoline or Diesel, an engine developing 80 horse power being specified. If desired, there is room to install a pair of engines driving twin screws. The capacity of the fuel tanks is 300 gallons and the water tanks hold 275 gallons.

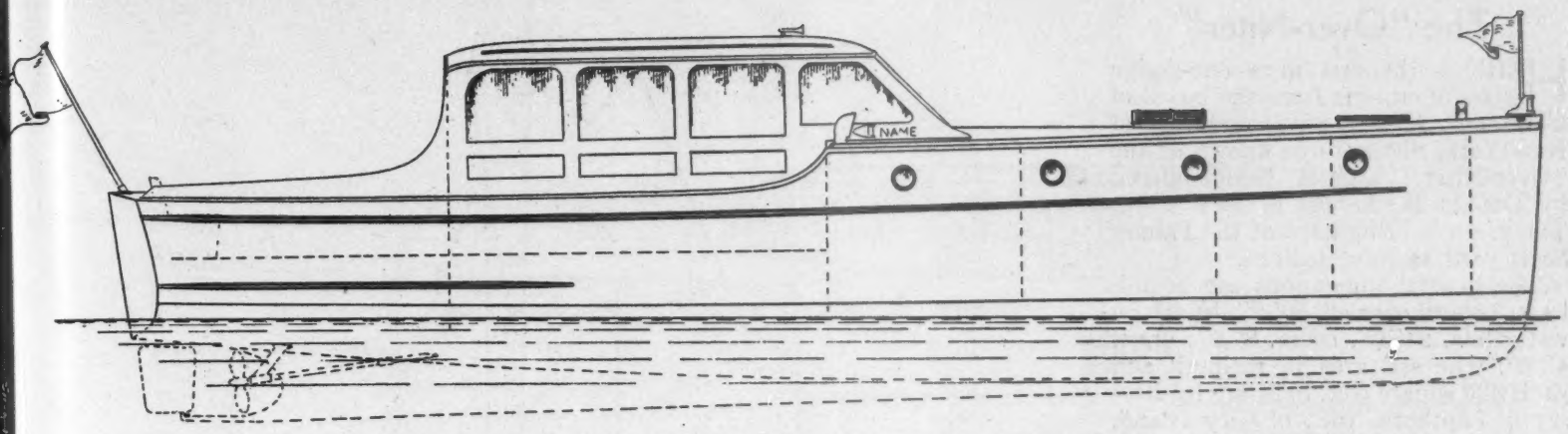
The arrangement plan shows the deckhouse amidships. This space may be used as a spare stateroom as it has a sofa seat on each side and may be completely closed in if desired. It can also serve as a dining room. Aft is a cockpit, roomy enough for a large party. There are two steering wheels and sets of controls, in the cockpit and in the deckhouse. Below, the crew's quarters are forward, with two pipe berths, toilet and lockers. Next is the galley, opposite which is a toilet room. The main cabin has a transom and berth on each side, with a hinged upper berth to port and a fireplace forward. The double stateroom aft, for the owner, is a commodious room with a wide built-in berth on each side, bureau and lockers, and bath room with shower adjoining. A small trunk is built over this room.



The new "Crusailer" is a short-ended boat with deckhouse amidships



Inboard profile and cabin plan of the new 52-footer building at the yard of M. M. Davis & Son, Inc.



The outboard profile of the new Dawn cruiser shows a pleasing sheer and a deckhouse with the forward end strongly raked

"Eight Bells," The Latest Motor Yacht by Dawn

THE attractive motor yacht whose plans are shown on this page has been designed by Dawn Cruisers, Inc., of Clason Point, New York City, and is now under construction at the corporation's yard. She is the first of a new class of cruisers and is being built for Commodore Randolph F. Debevoise, of South Orange, New Jersey, and Mere Point, Maine. The owner is commodore of the Mere Point Yacht Club. The new yacht, like her predecessor, will be named *Eight Bells*.

The new boat is of the following principal dimensions: Length over all, 46′ 0″; beam, moulded, 11′ 4″; beam, extreme, 11′ 10″; draft of water, 3′ 2″. She is of the raised deck model with a deckhouse amidships and her construction is to rigid specifications calling for keel, deadwood and framing of selected white oak, the frames being steam bent. The outside planking below the load water line is of mahogany and above the water line of selected white cedar, all fastened with Everdur screws. Main deck and the floor of the cockpit are of teak and the raised deck is canvas covered. Deckhouse, coamings and so on are of Mexican mahogany.

The power plant consists of a pair of 8-cylinder Lycoming engines which develop 165 horse power each. These are fitted with reduction gears of 2:1 ratio. The propellers are driven through Monel metal shafts. The machinery compartment is below the floor of the deckhouse and is carefully sound proofed with cork insulation. The yacht's designed maximum speed is between 23 and 24 statute miles per hour. The fuel supply is ample, being carried in two copper tanks which have a total capacity of 300 gallons. The fresh water supply is in two tin-lined copper tanks and a total of 150 gallons is provided.

The yacht's auxiliaries include a Delco generating set driven by a kerosene-burning semi-Diesel engine, a Delco water pump and a Lux fire extinguishing system, manually operated. Exide storage batteries are to be installed. Sands plumbing is used throughout the yacht.

The arrangement of the yacht below decks is interesting. There is a rope locker in the fore peak, forward of the collision bulkhead. Next aft are the quarters for the paid hand, access to which is through a hatch. On the port side is a built-in berth with lockers under it and on the starbord side is a shelf. Toilet and wash basin are installed. A bulkhead separates the forecastle from the owner's quarters.

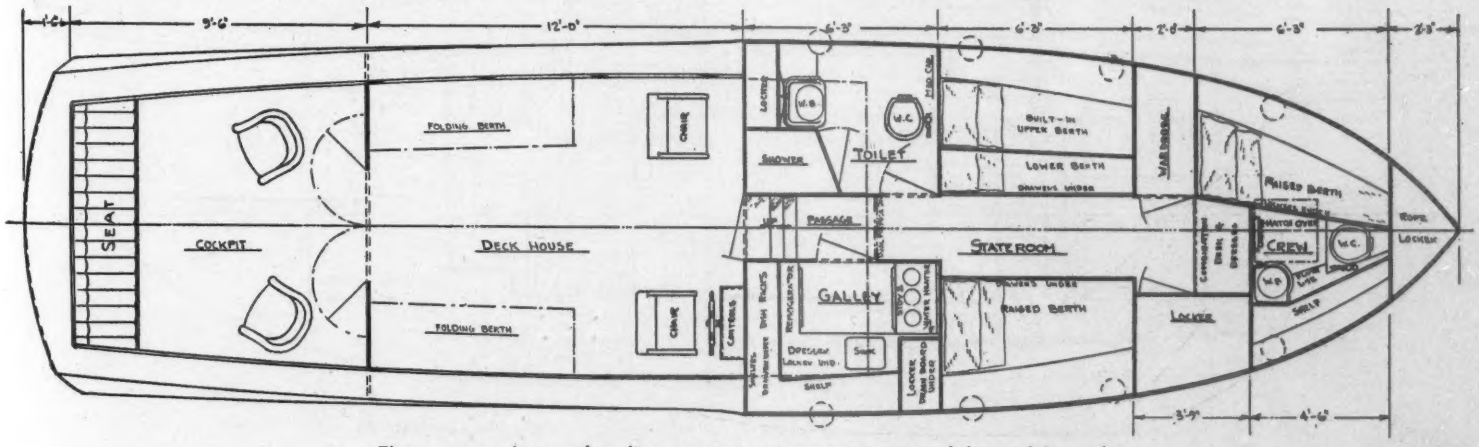
The stateroom is good sized and has a wide berth on the starboard side, with drawers under it, while to port are two berths, a lower with drawers under and a built-in upper. Forward is a combined bureau and desk, to port is a wardrobe, while to starboard is a large locker.

Abaft the stateroom are the galley and the toilet room. The toilet room is provided with the usual fixtures, medicine locker, linen locker and also an enclosed shower bath. The galley, on the starboard side, is equipped with a three-burner stove, refrigerator, shelves, dish racks, lockers and sink. The sink and all working surfaces are sheathed with stainless steel. The galley door is a "dual purpose" one, as it swings out across the passageway, shutting off the stateroom. Steps lead up to the deckhouse.

The deckhouse is a spacious compartment, being 12′ in length and almost the full beam of the yacht. In the forward starboard corner are the steering wheel and the controls for the engines, instrument panel, etc. Large windows assure excellent visibility all around and plenty of light and air. On either side of the room aft is a folding berth so that the deckhouse will accommodate two persons.

Wide double doors, folding back against the after bulkhead of the deckhouse, open into the cockpit. The cockpit is 9′ 6″ long and has room for chairs and a portable table. A cushioned seat runs across its after end. The absence of an awning leaves the cockpit entirely unobstructed for the anglers.

Deckhouse and cockpit are varnished while the quarters below are finished in ivory enamel paint with enough mahogany trim to give an attractive touch of color to the interior.



The accommodation plan shows an interesting arrangement of the yacht's interior

The "Over-Niter"

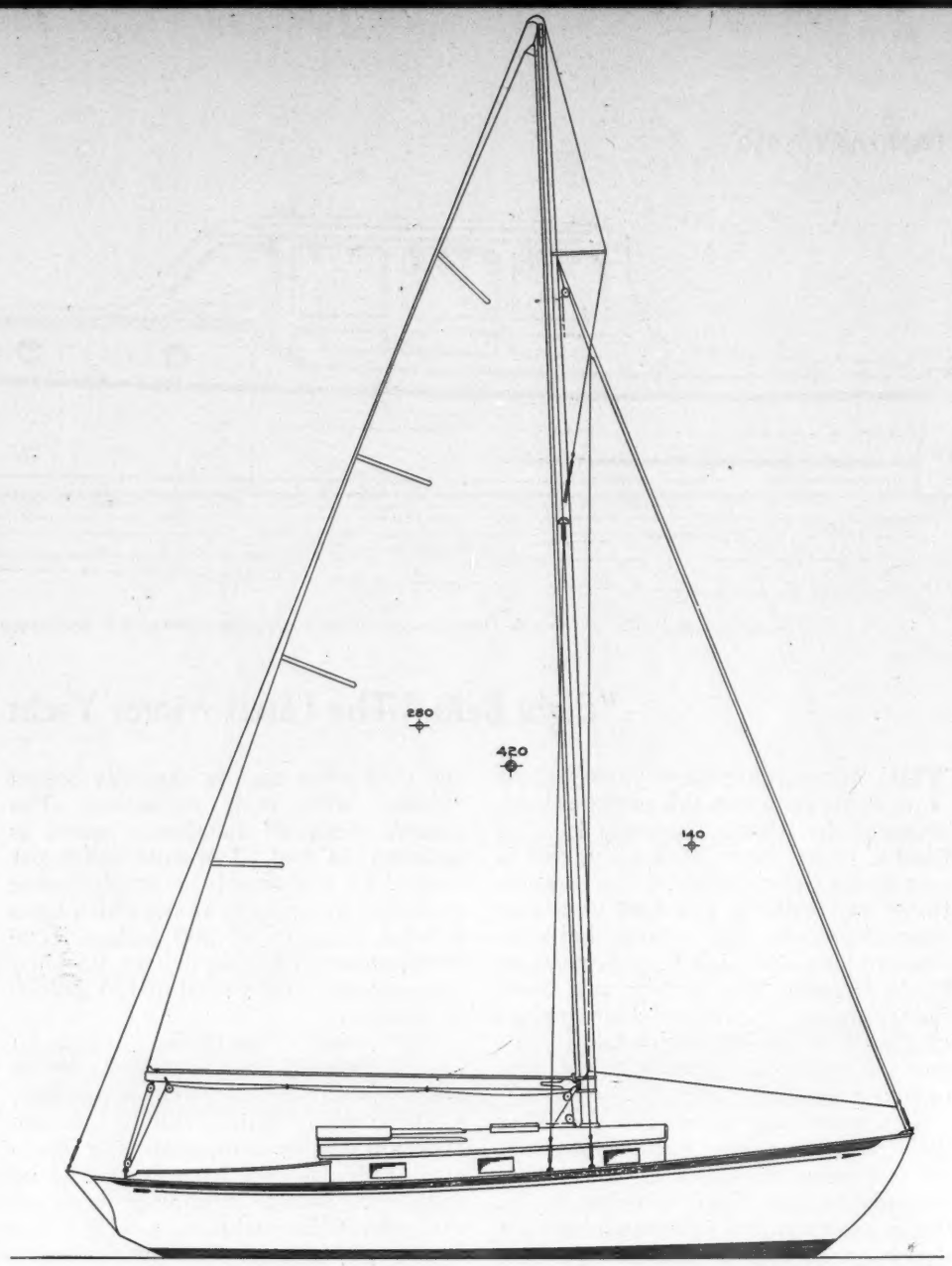
HERE is the first of a one-design class of cruisers from the board of Charles D. Mower, naval architect, of New York. She is to be known as the "Over-Niter," and is being offered by Donald B. Abbott of New York. The yacht is being built at the Palmer Scott yard, in New Bedford.

The general dimensions are as follows: Length over all, 30′ 0″, length on water line, 23′ 0″, beam, 8′ 6″; draft, 4′ 6″. The sail area in mainsail and jib is 420 square feet. Sails are by Ratsey & Lapthorn, Inc., of City Island, N. Y. Construction is high grade, with oak keel and framing, white cedar deck and Philippine mahogany planking, cabin trunk and trim.

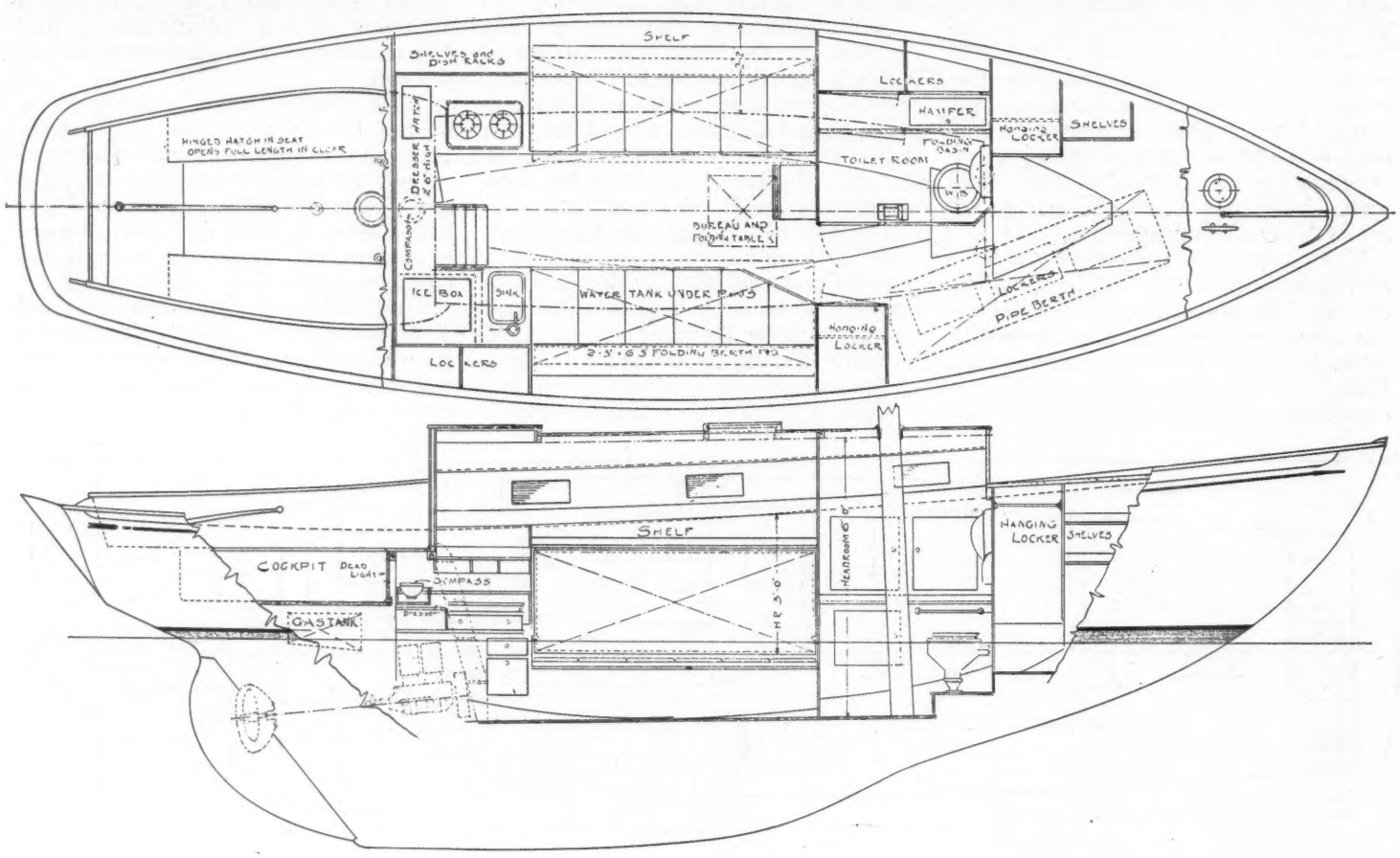
The auxiliary engine will be a Universal Blue Jacket Twin, with self starter and built-in reverse gear, turning a solid propeller on the center line.

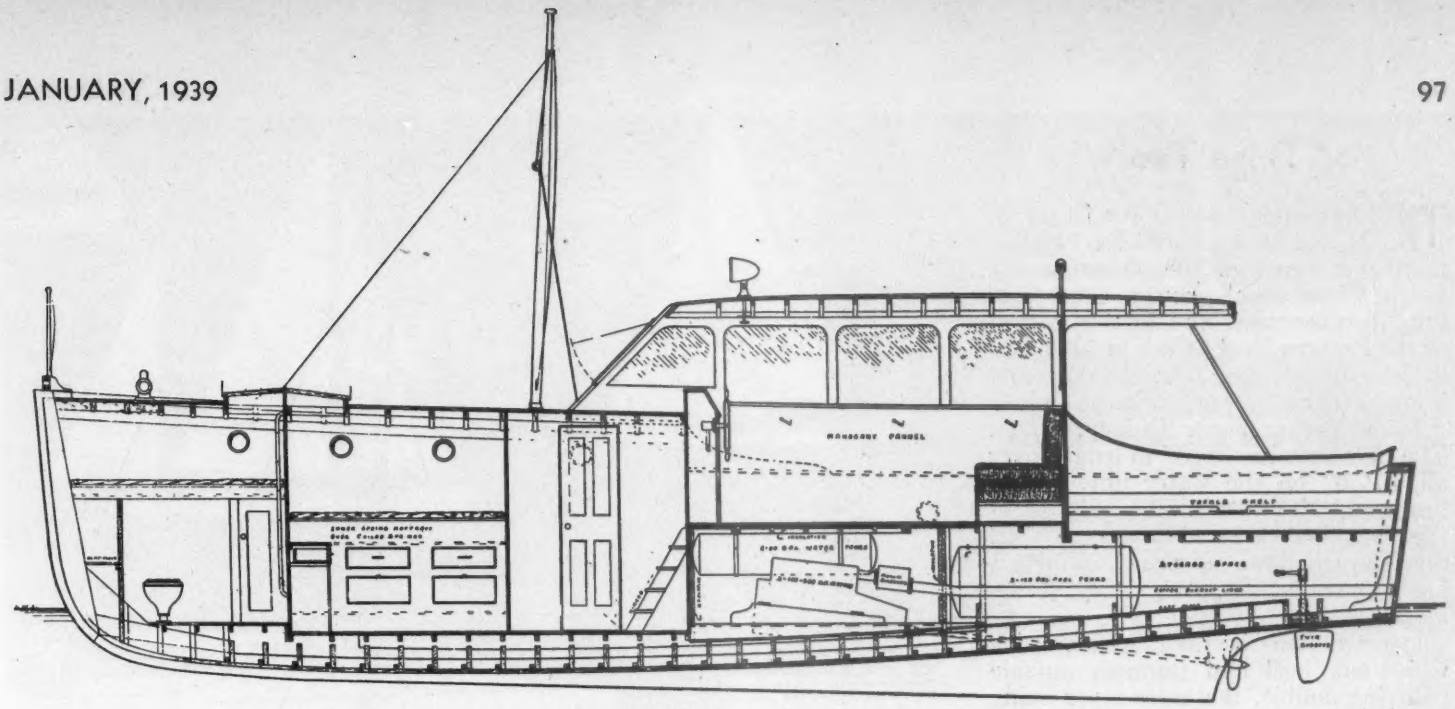
The cabin plan shows three berths, a pipe berth forward and two pullman type berths in the cabin. There is a toilet forward and the galley is aft. Headroom in the cabin and the toilet room is 6 feet clear under the carlines. The galley has stove, sink, ice box and ample dresser space. Plenty of stowage space below is provided.

On deck, the cockpit is deep and its seats are 6′ 9″ long, permitting two persons to sleep there if desired. The side decks are a full 2 feet wide amidships so that one can get forward in a hurry when necessary. The yacht's moderate draft will be appreciated when cruising in the Chesapeake, in Florida or elsewhere in waters of shallow depth.



Sail plan and, below, accommodation plan of "Over-Niter"





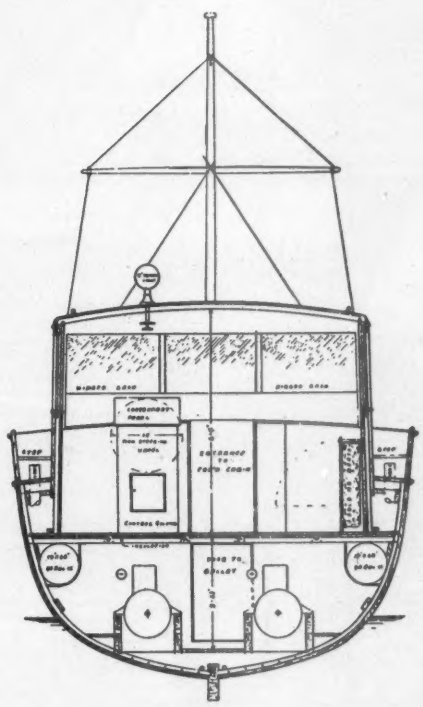
Inboard profile of the new 40-footer

"Silver Dawn," a New Twin-Screw Motor Cruiser

THIS cruiser, designed and built by the Vinyard Ship Building Company, of Milford, Delaware, was recently delivered to Leslie Edgcomb, of Philadelphia. In summer, the yacht will be used on the New Jersey coast and in winter in the South, where she went soon after being turned over to her owner.

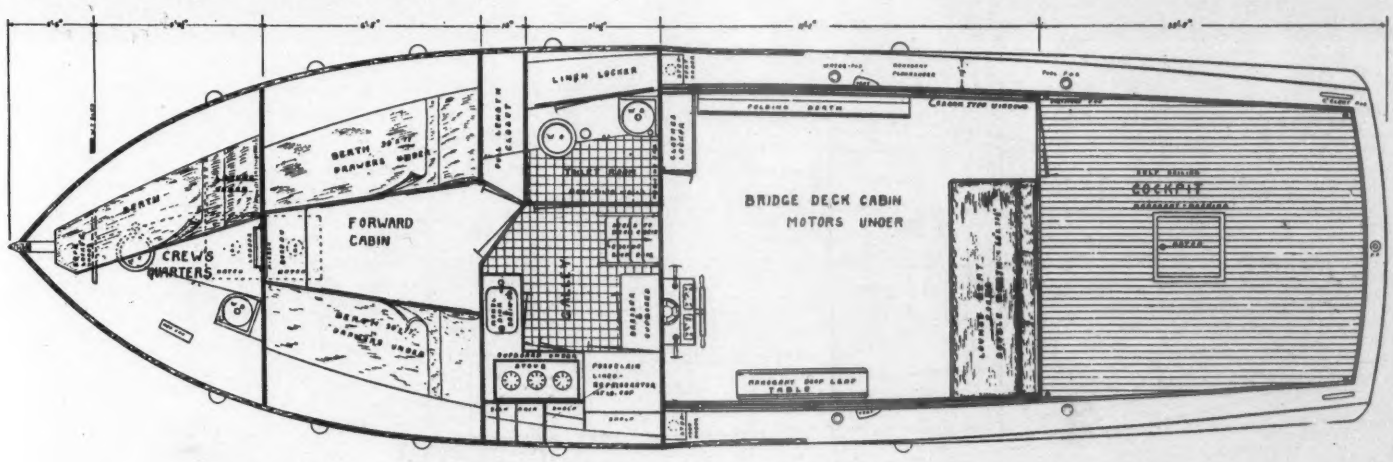
The new yacht is of the following dimensions: Length over all, 40′ 10″; beam, 12′ 1″; draft, 3′ 1″. She is of 18 tons net register. Construction is husky, with 3½″ by 14″ white oak keel, in a single length; oak stem, sided 3½″; 1½″ by 1¾″ steam bent oak frames and 1½″ by 8″ floor timbers, notched over the keel. Shelf, clamp and stringers are of fir, in one length each, and deck beams of oak, 1½″ by 3″. Outside planking is of 1¼″ white cedar, bronze screw fastened, with transom of mahogany. Plankshеer is of mahogany and forward deck and cabin top of white pine, canvas covered. Deckhouse and cabin trunk are of mahogany.

The power plant is a pair of 6-cylinder Kermath Sea Queen engines which develop 102 horse power each and drove the yacht on her trials between 18 and 19 miles per hour. They are fitted with 2:1 reduction gears. The engines are rubber mounted and the engine compartment is sound insulated and well ventilated. Two welded fuel tanks of 120 gallons capacity each are installed and two 40-gallon welded water tanks. Shafts are of Tobin bronze. Goodrich Cutless rubber bearings and shaft logs with rubber mountings are fitted. Twin bronze rudders are operated by a geared type steerer with mahogany wheel. A Lux fire extinguishing system is provided.



Midship section

The deckhouse is roomy and the after cockpit is provided with mahogany fishing chairs and rod racks. There is a folding berth on the starboard side of the deckhouse and the lounge seat in the port after corner may be extended to form a double berth. Below deck, the crew's quarters are forward with access through a hatch. Next aft is the forward cabin, with a high, built-in berth on each side, a bureau and a full length clothes locker. Abaft the cabin is the toilet room, to starboard, and a well equipped galley with three-burner stove, porcelain lined refrigerator, Monel sink, dresser, dish racks and lockers.



Accommodation plan of "Silver Dawn," built by the Vinyard Ship Building Company

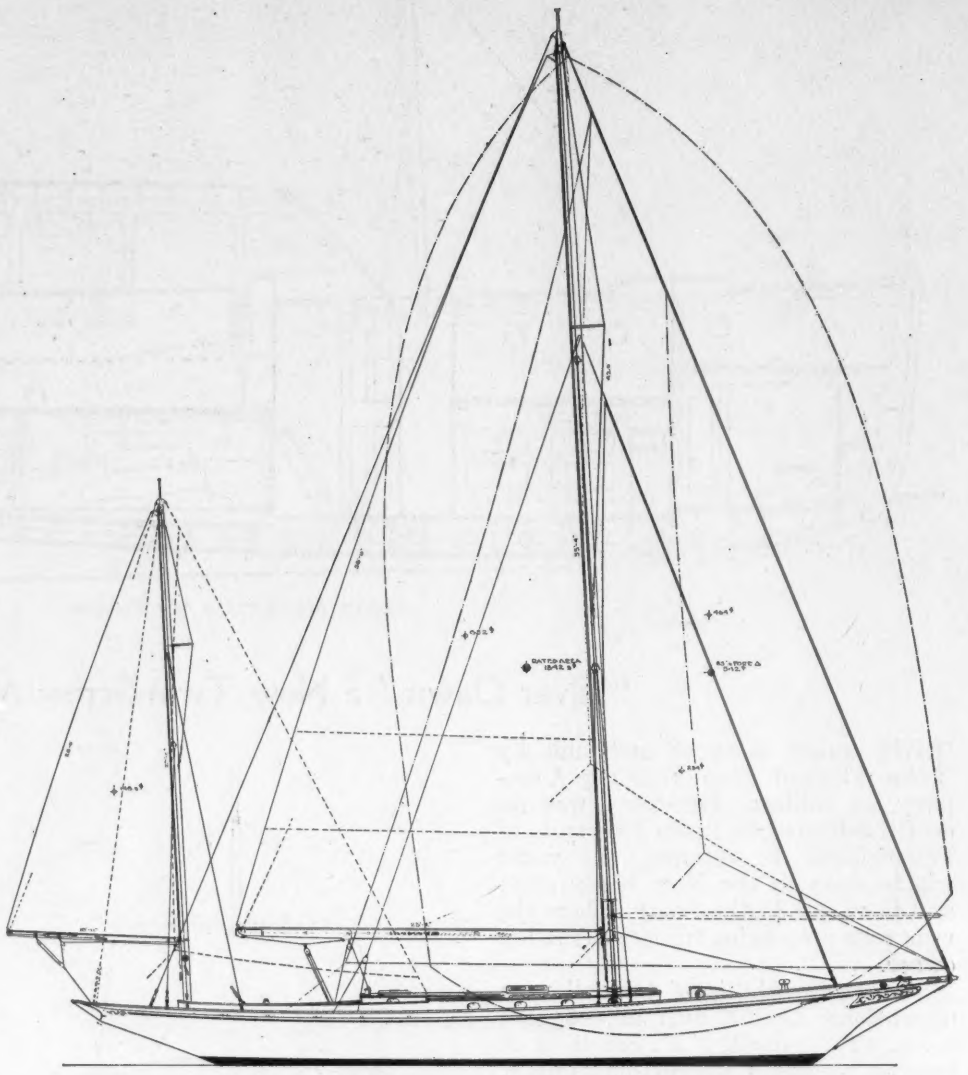
"Tioga Too"

THIS handsome yawl is for Harry E. Noyes, well-known Marblehead yachtsman and owner of the clipper-bowed ketch *Tioga* which won a number of long distance races and squadron runs of the Eastern Yacht Club in 1938. She is from the board of John G. Alden and is now under construction at the Quincy Adams Yacht Yard, Quincy, Mass. The new vessel is 53′ 6″ in length over all, 37′ 6″ on the water line, 13′ 0″ beam and 7′ 5″ draft. The sail area of the four lowers is 1342 square feet. Spars are hollow, of spruce. Winches, blocks, turnbuckles, etc., are by Merriman.

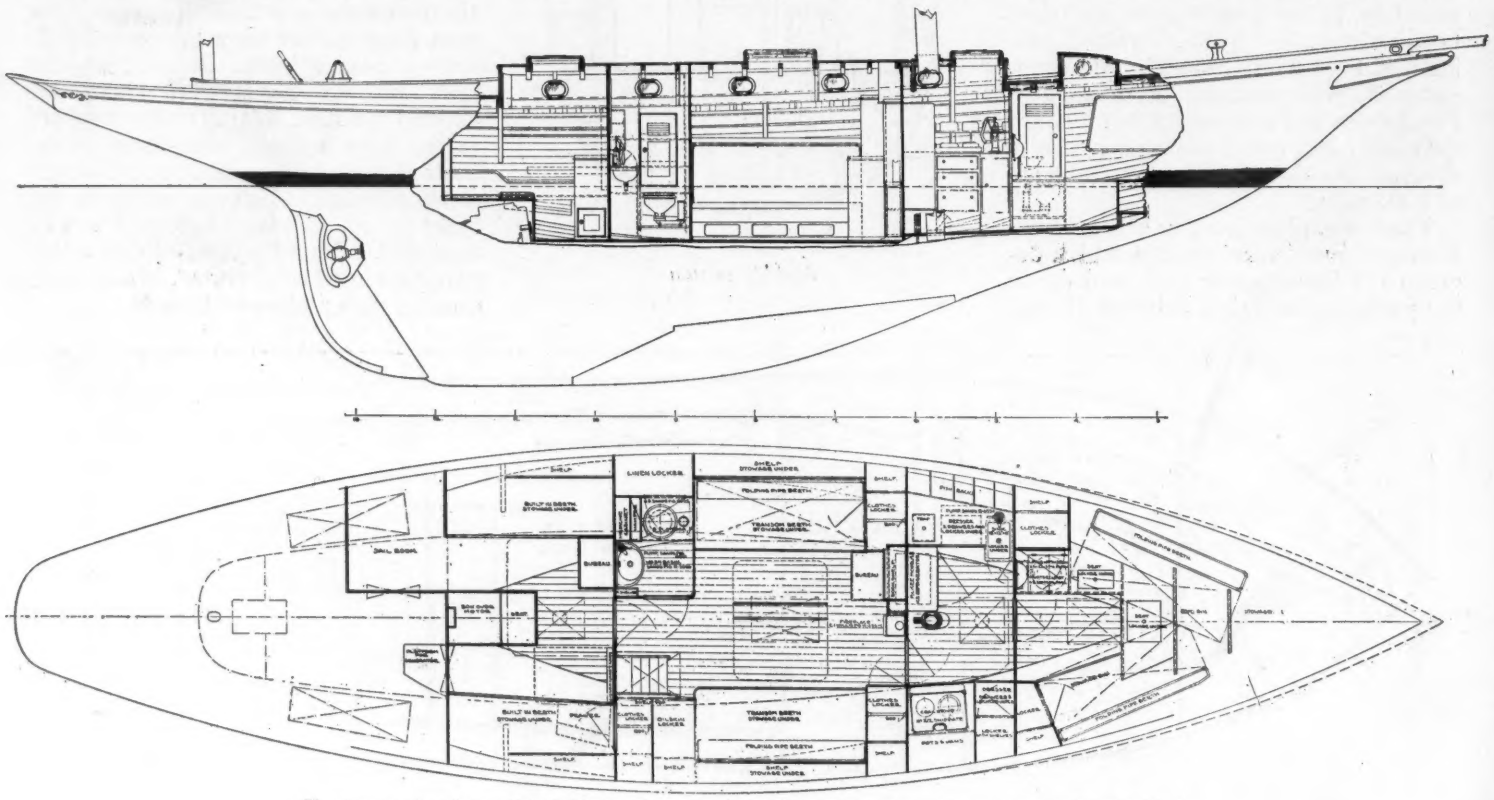
Construction is high grade, with white oak keel and framing, outside planking double, the outer layer being of Honduras mahogany, Everdur screw fastened, teak deck, hatches and exterior trim. The keel is of lead. Bulkheads below are of painted Weldwood and the cabin floor is of teak, with narrow strips of white holly.

The auxiliary engine is a Gray 4-52 fitted with 2:1 reduction gear driving a Hyde feathering propeller on the center line. The gasoline tank is of 85 gallons capacity and the fresh water supply is 200 gallons. A Delco electric plant is to be installed.

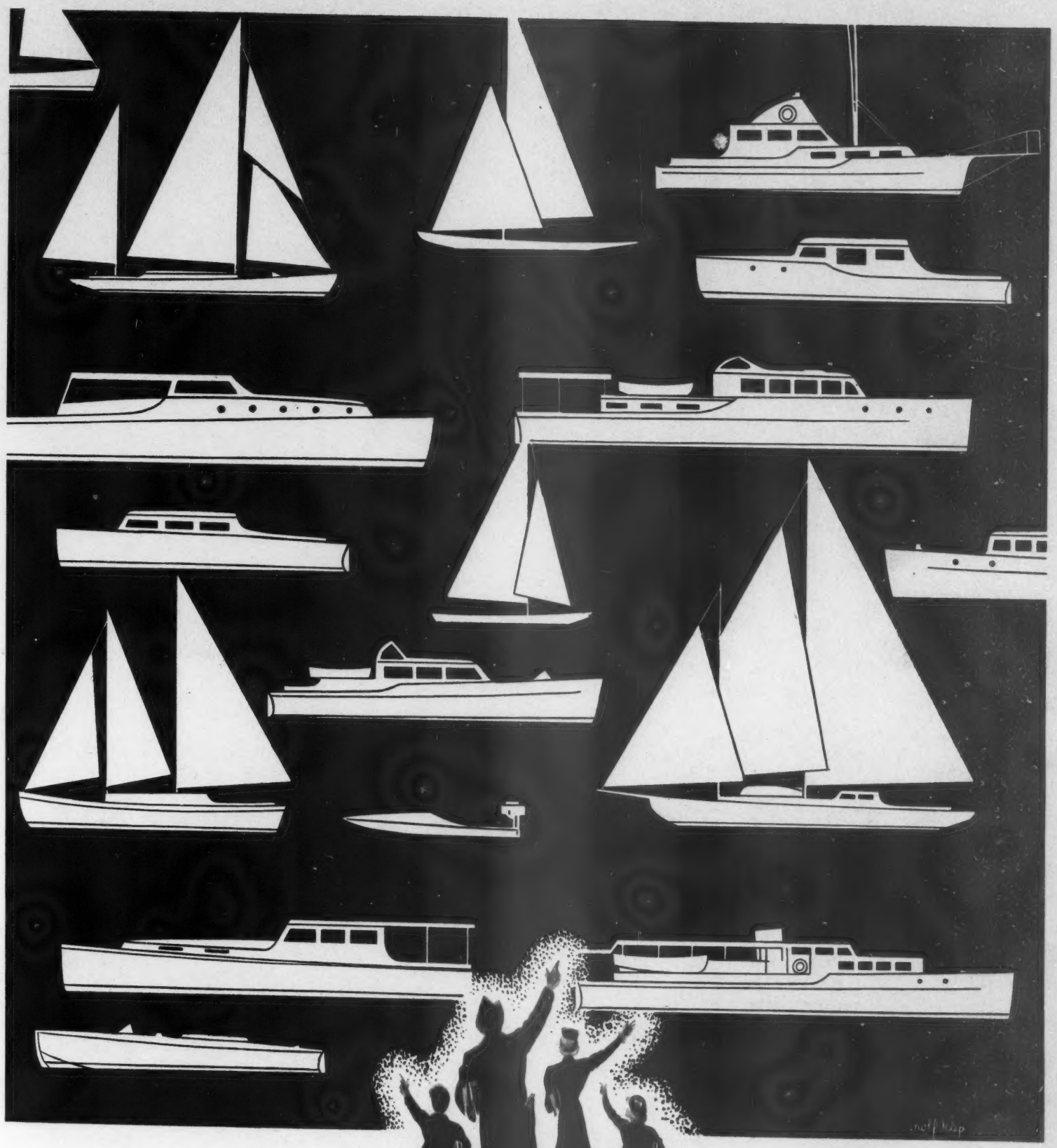
Being designed for general coastwise cruising, squadron runs and occasional long distance races, *Tioga Too* has been planned to have plenty of room below, with abundant locker and stowage space rather than a lot of bunks in a cut up interior. Forward is a good forecastle with two berths, toilet and wash basin. Next is the roomy galley, clear across the vessel, with Shipmate coal stove, etc. The main cabin has a transom berth and a folding upper on each side, a stove of the H. Martyn Baker pattern, buffets and lockers. In the after port corner of the cabin is a compact toilet room. Aft is a double stateroom.



Sail plan of "Tioga Too," with her graceful clipper bow



The interior has been divided into a few good sized rooms and not cut up into small cubbyholes



PRESENTING THE

MOTOR BOAT SHOW

The New York Motor Boat Show

1939

LAST year there appeared on this page a brief discussion which contained this passage: "Taken together, they promise not only a good year for 1938 but a healthy and continued growth in all branches of endeavor connected with pleasure boating. . . ."

Time marches on! 1938 has fulfilled that prophesy in this industry, in spite of the much touted and somewhat bewildering "recession" which temporarily affected so many branches of business.

So the Motor Boat Show for 1939 opens at the Grand Central Palace on a continued and strengthened note of confidence. Advances in design, in construction methods, in public interest in boats and boating, during 1938, further confirm the second part of the 1938 prophesy.

We venture now a further prophesy. Years ago, the automobile was a luxury, a rich man's plaything, something for the average man to watch with awe and envy — and to get out of the way of as fast as posssible! Today, the automobile has become a necessary adjunct to our civilization and a practical necessity to individuals in many walks of life.

That day for boats, we prophesy, is close at hand. Not perhaps to come for quite the same reason as in the case of the automobile, but in compliance with the irresistible drive of human desires, coupled with the constant and increasingly successful effort on the part of designers and builders to bring boat ownership within the means of the average citizen. Visitors to the Show can see with their own eyes much that has been done to bring the day of "a boat for everyone" closer. And they can feel the atmosphere of coöperation and progress which pervades the industry as a whole.

Motors which a few years ago were clumsy and heavy for a given horse power have been replaced today by engines delivering the same power which, in comparison with their predecessors, put one in mind of watch charms.

Some types of boats which used to be laboriously put together, piece by piece and nail by nail, are today built almost in one piece through the use of prefabricated materials developed through intensive research.

Cruising accommodations which a few years ago could be found only in what a child would call "a great big yacht," have been studied and studied from the point of view of utilizing every cubic inch of space for practical purposes, until you can see at this Show cruising boats not many times bigger than a rowboat in which cruising is a comfort and a delight.

This has not all come to pass during 1938, but that year marks great progress and, particularly, progress toward making boats more practical and more foolproof. That is the sort of progress which is healthy, which is permanent. And there is every reason to believe that that is the sort of progress which is going to continue year after year.

THE MOTOR BOAT SHOW

Cruisers, Runabouts and Sail Boats

M. Rosenfeld

The 53-foot Elco motor yacht has a speed range up to 26 m.p.h., depending on the power installed

Elco Displays Seven Hull Designs for 1939

The Elco Works offer in 1939 a greater variety of models than ever before, with seven different hull designs ranging from 30 to 53 feet in length, with many alternate interior arrangements; and with a wide selection of engines for either single or twin screw installations.

The complete line includes: three 30-footers, the Elcoette, the Marinette Standard and the Marinette Custom; two 34-footers, Cruisette 34 Standard and Cruisette 34 Custom; two 39-foot boats, Cruisette 39 Custom and Cruisette 39 Double Cabin; the Cruisette 41 Custom, and two "44's," the Cruisette 44 Custom, and the Cruisette 44 Double Cabin; and finally the Motor Yacht 53.

Among the above, three brand new models, the Elcoette 30, the Cruisette 39, and the Cruisette 44, are being introduced for the first time at the National Motor Boat Show in New York.

One of the most interesting of these is the 30-foot Elcoette. This small cruiser, in spite of her moderate size and low price, boasts the same high standard of materials, workmanship, and engineering features found on the larger Elco models.

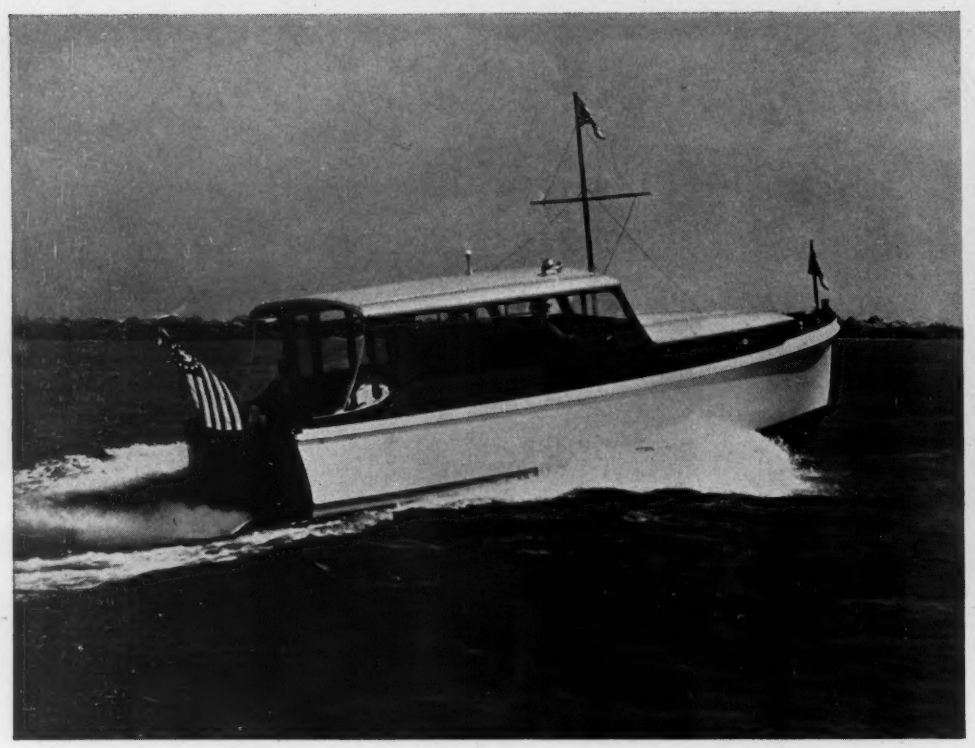
For those wanting a moderate sized boat, economical to buy and to maintain, and with accommodations for week-end cruising, this model should have instant appeal. Sport fishermen demanding a speedy, seagoing craft in which to run offshore for a day's fishing, will find this boat eminently practical, and she is also ideal for service as a racing yacht tender, as she has ample stowage space for extra sails in the cabin forward.

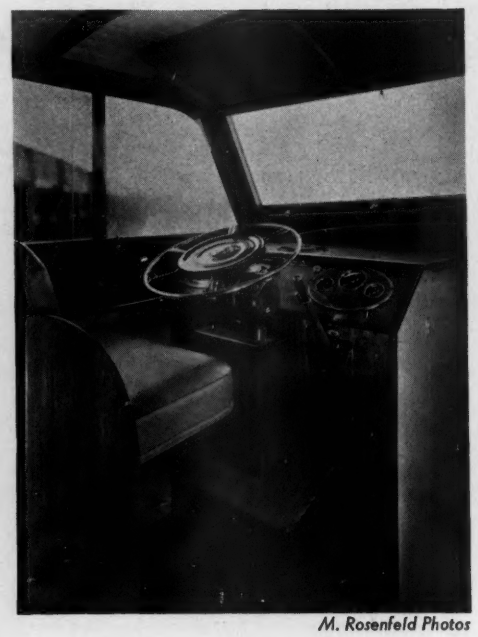
The Elcoette has a cockpit large enough for half a dozen fishermen's chairs, a raised operating bridge just forward of the cockpit (the engine room is under it), from which the helmsman has an unobstructed view in all directions, and a three-quarter windshield enclosure with roof overhead. Forward is the main cabin, well lighted and ventilated by large windows and a hatch in the forward deck. The cabin contains a galley with ice box, a lavatory, a large hanging locker and two comfortable berths. She will be offered as a standard model, and also as an Angler with complete Elco "big game" fishing equipment. Twenty miles an hour can be procured with single screw, and over 25 miles per hour with twin screws.

The Cruisette 39 has been introduced by Elco to provide the maximum in practical living accommodations on a 39-foot cruiser. Starting forward and moving aft, there is a single cabin at the bow for a professional, or for a guest if the boat is not to carry a paid hand. This cabin contains a complete lavatory and plenty of locker space. Next aft is the owner's stateroom with two built-in berths, dresser, large clothes lockers, etc. Then comes a semi-enclosed galley to starboard, with a lavatory to port accessible from either the owner's stateroom or from the deckhouse.

The deckhouse, one of the most attractive features of the boat, contains an Elco Pullman-Dinette, a divan berth opposite which folds against the side of the deckhouse, and one of the Elco two-way steering wheels built for steering convenience, either standing, or sitting in the comfortable helmsman's seat. These boats may be equipped with single or twin screw, gasoline or Diesel engines, with speeds, varying with the installation, from 18 to 25 miles an hour.

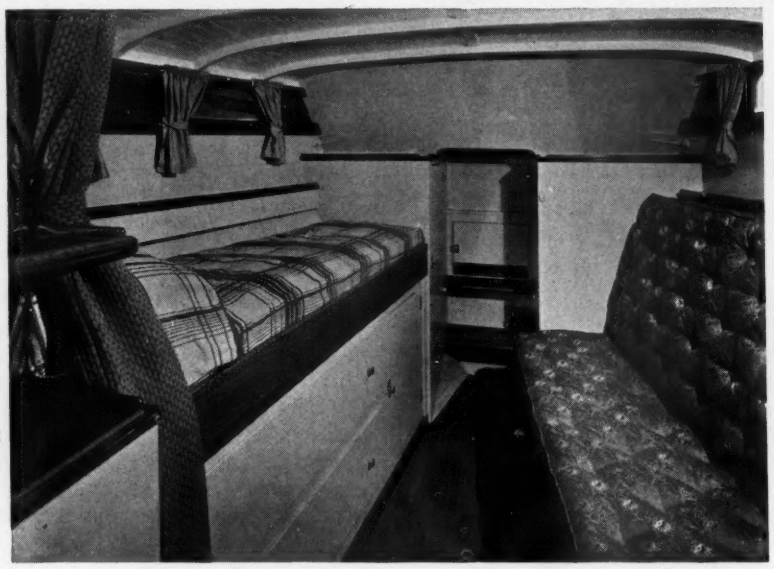
Although Cruisette 44 is an entirely new model, she has the same layout and accommodations as the popular Cruis-





M. Rosenfeld Photos

The 34-foot Elco Cruisette for 1939 may be driven by single or twin screws, with speed up to 20 m.p.h. Above, the "Two-Way" steering wheel is standard equipment for the Cruisette. Below, the forward cabin of the custom model, with built-in berth to port and upper and lower to starboard



ette 41. The main reason for the development of the "44" was to procure higher speeds than the 41-foot hull is capable of, and to provide an extra large cockpit. In general, the layout of the "41's" and "44's" consists of: crew's cabin forward with usual equipment; owner's stateroom, with choice of several berth arrangements; bathroom with shower bath; galley equipped with three-burner oven-and-broiler gas stove, and 200-pound capacity ice box; deckhouse with Pullman-Dinette, two-way Elco steering wheel, etc.

Speeds up to 24 miles an hour can be obtained on the "41," and up to 28 miles an hour on the Cruisette 44.

All Elco models will be equipped with Elco's patented suspension type rubber engine mountings, which absorb practically all of the engine vibrations, and engine compartments will be soundproofed. All boats have strong athwartship bulkheads (watertight), Elco Safety Fuel System, streamlined rudders, and other typical Elco features. At the Show the Elco Works are exhibiting Elcoette 30, Marinette 30, Cruisettes 34, 39, and 44, and the 53-foot motor yacht. After the Show, all of these models will be on permanent display at Port Elco, New York City.

Alden at the Show

John G. Alden, well-known naval architect of Boston and New York, will be found at Booth 143 in the Grand Central Palace during the 1939 Motor Boat Show. This is on the third floor, which is the same space this firm occupied last year.

As usual, Alden is showing a number of fine models of interesting craft, as well as plans and photographs of scores of others. Of special interest will be the models of the three stock boats now in production — the well-known Coastwise Cruiser, the Off Sounding Yawls and Cutters, and the new Malabar Junior for 1939. This latest addition to the Alden line is a smart 31-foot cutter, 22 feet on the water line, which is available with either a three-berth or four-berth layout, and with or without a doghouse. The warm reception which has greeted Malabar Junior is shown by the fact that six boats were sold from blue prints before any advertisements or circulars appeared. A sample Malabar Junior, as well as one of the Coastwise Cruisers, will be on exhibition at Jacob's Yard, City Island, N. Y., during and after the Show.

23 New Models in the 1939 Wheeler Fleet

The Wheeler Shipyard, Inc., of Brooklyn, N. Y., offers an imposing array of twenty-three new models of motor cruisers and sport sea skiffs. The exhibit on the main floor of the Motor Boat Show includes the 43-foot double cabin Enclosed Bridge Cruiser, the 40-foot Sunlight Lounging Sedan, and the 33-foot twin stateroom Sunlight Lounging Sedan.

Certain standard new features are of particular interest to the cruising yachtsman. Among these are: teak floors (natural finish) in all cockpits; heat and sound insulation of ceilings; new streamlined furniture with chrome trim; and Goodrich Cutless rubber

This 40-foot Twin Stateroom Sportster is one of the 1939 fleet built by the Wheeler Shipyard, of Brooklyn, N. Y. Below, the interior of the deckhouse, showing the wide flat surfaces and the absence of small panels. The helmsman has a good view all around the horizon from his high stool

bearings on all models. For the devotee of blue water sport fishing, practically all of the 1939 Wheeler cruisers are available with the Wheeler fishing equipment, including new style grating type pulpit, improved fishing chairs, dual controls for upper deck handling.

The new 40-foot cruiser being exhibited at the Show has a roomy after cockpit as well as a cockpit forward; a "lounging sedan" with accommodations for four; a private stateroom directly accessible from the main cabin and from the forward cockpit, with two built-in ship's berths and two closets; adjoining it is the galley and lavatory.

The 33-foot Twin Stateroom Lounging Sedan, also exhibited at the Show, has a comfortable layout for a cruising party of six. In the Sedan Cabin there are four large sized, deep, upholstered beds, and in the forward cabin there are two. As in larger Wheeler models, this cruiser has a roomy up-to-date galley, plenty of closet space, and convenient toilet facilities.

Of the cruisers in the Wheeler exhibit, the 43-foot double cabin Enclosed Bridge Cruiser is the largest. In addition to comfortable quarters below, following in a general way the layout of the 40-footer, but roomier, the outstanding feature of this yacht is a great big, comfortable, bright, 13-foot enclosed bridge deck. Here are lounges, dining space, wheel and controls.

In addition to the boats on display, Wheeler considers that their 36-foot line is perhaps the most popular of all. This year they offer three models in this size, among which the Double Cabin model is something new in cruisers of these dimensions. She has two toilets, three complete sleeping rooms, a generous after cockpit and a fully enclosed bridge deck.

Wheeler has made a special study of Diesel installations, in order to fit the peculiarities of Diesel power to the practical requirements of a cruising yacht. This year they offer twin screw Diesel cruisers from 40 feet in length up, and single screw Diesels from 36 feet up, with a choice of a number of power plants such as Buda, Cummins, Superior, Sterling, and the new Gray General Motors Diesels.

Mumford Brothers' Improved Pram

Mumford Brothers, Inc., of Boston, developers of the original Boston Featherweight Pram, brought out a couple of years ago, are showing an improved model, designed for them by S. S. Crocker. This little boat is planked entirely with Weldwood and is particularly light and sturdy.

One of the greatest advantages of these boats is that they are permanently leakproof. Weldwood will not dry out, crack, separate or split, so that a Boston Pram can lie on the float all week and still make no water when launched. Another feature is a new and unusual seating arrangement known as the bench thwart arrangement.

Among the other Mumford boats being exhibited are a sailing pram with centerboard, an 11-foot leakproof skiff, with or without centerboard and sails; and a featherweight 15-foot decked over sailing boat, all of Weldwood construction.

The Matthews "34" Sedan Cruiser is a new model and a new size of boat brought out by the builders. Driven by a Kermath Sea Rover engine, she travels at a 14-mile pace

Consolidated's Fisherman

The Consolidated Shipbuilding Corporation of Morris Heights, New York City, features a Sport Fisherman at the Motor Boat Show this year, as well as a series of the well-known Speedway marine engines which this company has been manufacturing since 1900. A pioneer in designing and building fine power craft, Consolidated is one of the few left of the group which founded the National Association of Engine and Boat Manufacturers, under whose direction the Motor Boat Show is held each year.

Consolidated's Sport Fisherman, mentioned above, is a 42-foot de luxe fishing boat, featuring all the requirements of the big game fisherman. With a length of 42 feet, 11 feet beam and 3 feet draft, with two 200 hp. engines, this craft will have a speed of 24 miles an hour. Appointments include comfortable sleeping accommodations for four persons, harpooner's pulpit, elevated bridge, large after cockpit, and many other features to make her an outstanding creation.

The Consolidated exhibit, occupying a dominant position at the entrance of the Show at the Grand Central Palace, will be headquarters for well-known sportsmen who follow the big game fish; and any and all interested in this sport may spend an enjoyable hour inspecting this newly developed fishing boat.

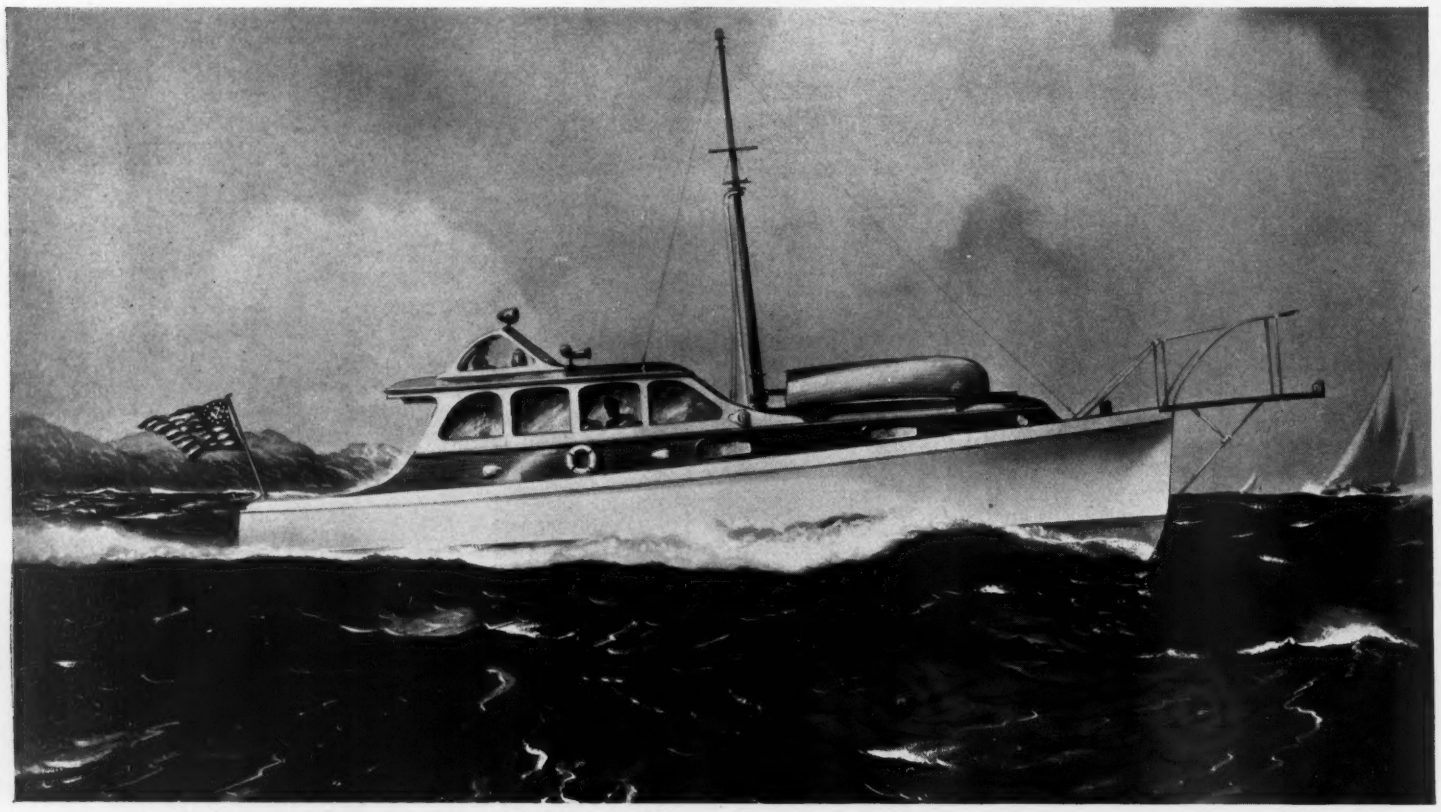
On the mezzanine floor, in Consolidated's engine exhibit, a new model Speedway engine is introduced. The new model is a 250 hp. (at 1800 r.p.m.) gasoline engine, with 100 per cent efficiency in reverse. In addition to this characteristic, movable parts in the engine are completely accessible by means of handhole plates.

The Speedway line includes both gasoline and Diesel engines, and Consolidated is exhibiting, in addition to the new engine above, its Model MP 180 hp. and its Model SW 115 hp. gasoline engines.

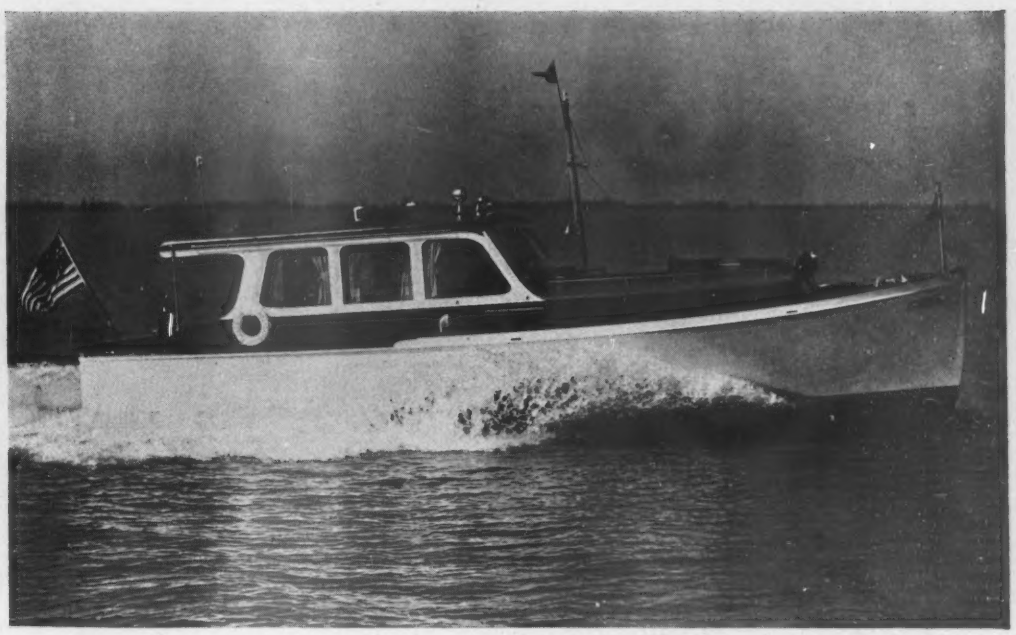
This year marks the thirty-third consecutive year that Consolidated has exhibited, and the fifty-fourth year of an enviable record of good workmanship in marine design and construction.

Matthews' New "34" Sedan

The Matthews Company, of Port Clinton, Ohio, is showing its new "34" Sedan, "38" De Luxe Sedan, and "38" Twin Cabin, at the Motor Boat Show this year. According to C. M. Isenhower, general manager for the company, "The greatly increased booking of orders for Southern delivery this winter, as well



This 42-foot Sport Fisherman is displayed by the Consolidated Shipbuilding Corporation, of Morris Heights, New York City. Her motive power is a pair of Scripps engines, Models 208 and 209, which develop 220 hp. each and give a speed of 24 m.p.h.



This 38-footer exhibited by the Matthews Company, of Port Clinton, Ohio, is known as the De Luxe Sedan Cruiser. A Kermath Sea Rover of 95 hp. gives her a speed of 12 m.p.h.

as for spring delivery, has caused a marked rise in production schedule at the plants of the Matthews Company."

One of the principal reasons for this increased production is the growing demand for the company's new, smaller sized cruiser — the "34" Sedan. The addition of this new, lower priced unit gives the Matthews Company an array of twenty models in 34-, 38-, 46-, and 50-footers, covering everything from utility boats to double and triple cabin layouts.

The new "34" Sedan, which is being featured this year, has a generous beam of 11 feet 3 inches on a 34 foot hull, and a draft of just under three feet. She is laid out to give comfortable accommodations for a party of from four to six, and has an unusual amount of locker space including a combination dressing room and clothes locker in the bow which serves the dual purpose of a "quick change" dressing room and hanging and stowage space for a whole lot of clothes.

The main cabin is unusually roomy for a boat of this size and is equipped with two good wide single beds — 39 inches wide at the head — with deep, comfortable, inner spring mattresses, and large drawers underneath for stowage of bedding, wearing apparel, etc. An alternate layout for the cabin provides two uppers and two lowers.

The practically arranged galley is finished in white enamel, which makes it easy to keep spotlessly clean, and is designed on the principle of "a place for everything and everything in its place." The Willis pressure alcohol stove is set in a metal-lined compartment, with a Liverpool head directly above it for extra ventilation; and there is a "double-insulated" ice box, special built-in dish racks, and other wrinkles for the convenience of the cook.

The roomy enclosed deckhouse has plenty of lounging space, as well as sleeping accommodations for two; and the cockpit aft in this model is seven feet long, with a shortened canopy for convenience when fishing.

The newest feature of the enclosed Matthews models is the new counterbalanced "full-floating" side window, just developed by the company's engineers. This window can be operated by a child, and not only stays put at any station but is of an entirely leakproof type. Monel metal screens on all windows drop out of sight into pockets which are equipped with special antirattling spring devices.

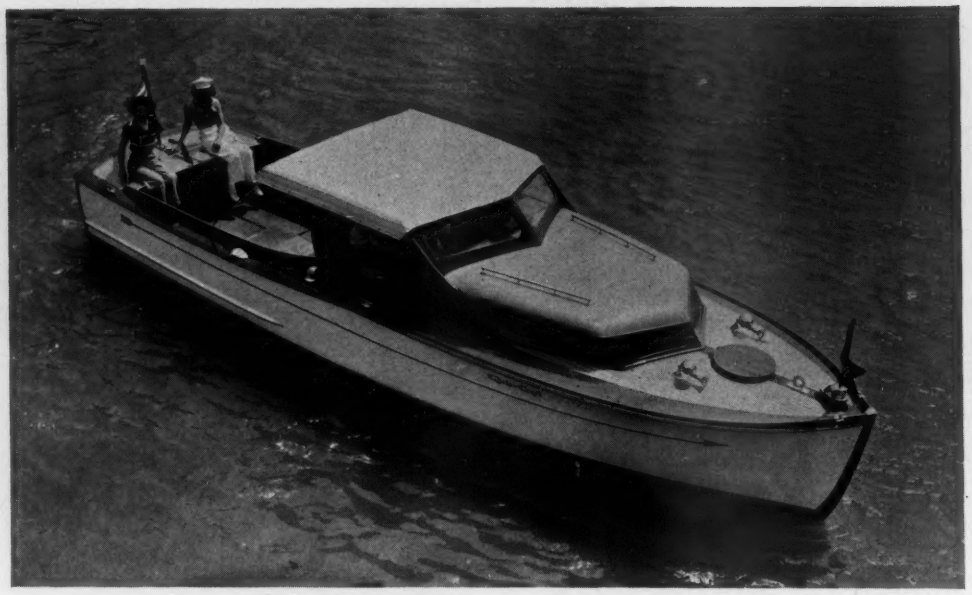
The "38" De Luxe Sedan has accommodations for a paid hand, and owner and guest accommodations for four or six; two or four in the spacious main cabin, and two in the enclosed deckhouse. This model has plenty of

Another model on display at the Show is this 38-footer designed and built by the Matthews Company. Her trade name is the Twin Cabin Cruiser. The power plant is a single engine, a Kermath Sea Rover of 95 hp., which drives her 11 to 12 m.p.h.

open cockpit space, roomy and fully equipped toilet and galley, and the separate crew's quarters are furnished with toilet and lavatory. Additional refinements in this model for 1939 include: heavier carpeting, extra galley equipment, "full-floating" windows in the deckhouse, and the use of heavy, reinforced rubber hose for exhaust lines, as on all other models.

The "38" Twin Cabin job is designed for the yachtsman who particularly likes a lot of open cockpit space, for the cockpit aft is over 13 feet in length. This model has two complete, separate cabins below, designed to sleep six. Between these two cabins are located the galley and toilet, with the well thought out equipment customary in Matthews cruisers. This arrangement is extremely comfortable and livable, insuring the utmost in privacy and convenience.

It has long been a Matthews policy to make no "annual" radical exterior changes but rather to make improvements and additions from time to time without regard to yearly models. The 1939 line is no exception to this rule and such important changes as have been made appear because they are logical engineering or architectural developments thoroughly tested for practical use.



A new 29-foot express cruiser designed and built by the Chris-Craft Corporation for commuting and fishing. Fish box, with ice compartment, is built in. Speeds up to 39 m.p.h. may be obtained

115 Chris-Craft Models

The Chris-Craft Corporation appears this year with 115 new models, ten more than last year. The fleet includes boats to meet individual requirements for fishing, commuting, racing, aquaplaning, exploring and cruising.

All models are restyled and a pronounced streamlined trend adds interest to the rakish lines. New design and construction features include more beam and freeboard, more powerful motors and heavier construction. Noise and vibration are minimized by use of special acoustic material.

The new fleet is in six divisions: utility runabouts, sport runabouts, runabouts, utility cruisers, cruisers, and motor yachts — ranging all the way from 15½ feet to 55 feet in length. Through the application of line production methods to custom work, the purchaser is able to get prompter delivery, a more modern boat, interiors better designed to meet his individual requirements, and a greater selection of power plants, at lower prices than heretofore.

For the first time, Chris-Craft is offering two motor yachts of 48 and 55 feet length respectively, in addition to its regular line. These boats are built to fill the demand for a quality yacht at a moderate price and are sufficiently standardized to permit a selection of types to meet the individual buyer's desires.

Another important addition is a new 41-foot express cruiser, designed for commuting where speed is an essential factor. Various power plant options give her a speed up to 33 miles an hour. The owner's quarters, particularly important on this type of boat, are luxurious. A large double bed is adjacent to the after bulkhead on the starboard side, and forward of that is a complete private toilet compartment. There are seven large drawers for luggage and personal effects, cream and mahogany furnishings, and a thick rug covering the entire floor.

The deckhouse forms another stateroom when desired, as there are two seats which may be converted into comfortable berths. The deckhouse may be entered either from port or starboard through sliding, screen-equipped doors. Forward of the bridge are the galley and the crew's quarters, with upper and lower berths, lavatory, drawers and lockers. The galley is completely equipped with three-burner stove, sink, ice box, stowage for pots and pans, dish racks, etc.

This new boat may be powered either with two 135 hp. reduction geared engines, giving a speed of 23 miles an hour; or with two 275 hp. direct drive engines which will drive the boat at 33 miles an hour.

Among the smaller craft, three new sport runabouts, offered in lengths of 19, 24, and 29 feet, are of special interest, because they combine the qualities of a de luxe utility boat with those of a custom runabout. They each have the large cockpit, general roominess and practicality of the former, along with

The 33-foot Chris-Craft fisherman for 1939, a boat that can make long or short trips in pursuit of big game fish and travel at a good pace

Another new Chris-Craft is this 33-foot cruiser with cabins forward and aft and enclosed bridge amidships. She may be powered with a single engine or two may be installed, giving speeds up to 19 m.p.h.

the graceful lines, handiness, and speed of the latter. The 19-footer may be equipped, optionally, with engines giving speeds of 28, 34, or 37 miles an hour while the 24-footer can be equipped for 41 miles an hour.

The largest Sportsman, the 29-footer, is entirely new to the Chris-Craft fleet. She has similar seating accommodations to the 24-footer but is equipped with

The roomy bridge of the new 41-foot Chris-Craft cruiser, with plenty of light and air

toilet facilities, ice box, built-in fish box, and demountable navy top. Top speeds of 30, 34, 38, and 41 m.p.h. are procurable with different engines.

In addition to the two motor yachts and the 41-foot express cruiser already mentioned, Chris-Craft is building this year standard cruisers running all the way from 25 to 55 feet in length, with a wide selection of cabin arrangements for each size. All models have double planked bottoms and batten seamed sides, and streamlining principles are followed, not only to reduce wind resistance but to improve the appearance.

This 22-foot runabout by Chris-Craft has two cockpits forward and one cockpit aft. Her speed may be from 31 to 37 m.p.h.

Gurney Exhibits Ice Boat and Other Small Craft

For the first time in some years an ice boat is on exhibition at the Motor Boat Show in New York City, in the space in the mezzanine U extension occupied by Charles S. Gurney & Sons Company.

The sport of ice boating in this country has been growing rapidly in recent years and the fact that this conservative but up-to-date company is exhibiting an ice boat is a good indication that the sport will continue to grow. The boat on exhibition should be of interest not only to ice boat enthusiasts but to the thousands of yachtsmen who have been reading about ice boating but have never yet had the unforgettable thrill of sailing one of these craft.

In addition to the ice boat, Gurney is, of course, exhibiting a number of purely aquatic models. Among them of particular interest are two prams, one of 8 feet and one of 12 feet length, equipped with inboard air cooled motors. Both are equipped with clutch and underwater exhaust.

Another interesting item is the 8-foot pram yacht tender and fishing boat, which weighs only 50 pounds and carries three people.

The Gurney Company has long specialized in craft for youngsters, and no boy or girl will willingly leave the Show without seeing the aquaplane, "Kiddies Paddlewheel" boat, and the other models of 6-, 7-, and 8-foot length built especially for them.

Queens Marine Features Weldwood

The Queens Marine Sales & Service, of College Point, L. I., N. Y., is exhibiting a number of interesting small boats.

Of particular interest are the new Weldwood skiffs, in sizes from 8 to 14 feet. These boats are built by Wagemaker Company, Grand Rapids, Mich., with sides and bottoms of Weldwood, frames, keel, and stem of oak. Through the use of Weldwood, these boats are much lighter than boats built of ordinary lumber because Weldwood is manufactured much thinner for the same strength.

The exhibit includes, further, new "combination" sail boats, and "Super De Luxe" mahogany outboard runabouts, also built by Wagemaker. The standard 14-foot combination sail boat has a 20-foot mast, carries 102 square feet of sail, and is suitable for outboard motors up to 33 hp.

Another interesting item is a dory type sail boat, 14 feet long, with mahogany trim, which is built by the Bete Boat Company, of Massachusetts.

New 36-Footers Added to Richardson Fleet

Featured in the display of the Richardson Boat Co., Inc., of North Tonawanda, N. Y., is the new Super-Cruisabout, 36 feet long by a beam of 10 feet 8 inches, which is available in three arrangements. Of these, Model 36-2 is arranged with storage space beneath the forward deck, hanging lockers at the forward bulkhead, two upper and two lower berths, lavatory and galley. The deckhouse and cockpit are large and are arranged for every comfort.

The next arrangement in the 36-foot line, Model 36-4, gives a twin cabin and enclosed bridge, a two-berth stateroom occupying the forward end of the boat and projecting under the forward deck.

The Richardson models which are next in line are two 33-foot Cruisabouts with identical beam —10 feet 8 inches. The Model 33-1, almost equally divided between cabin and open cockpit, is popular for fishing as well as cruising. Four persons are accommodated in uppers and lowers in the cabin, and contrivance is made in hanging lockers and storage space to stow their clothing and effects. The cockpit, nearly 15 feet long, is protected by sound-insulated canopy, windshield, side wings and side windows, and has an athwartship seat at the stern. The other model of the Cruisabout line, 33-2, has the same cabin arrangement (which includes, of course, toilet and galley facilities) and in addition a deckhouse about 9 feet in length arranged for two folding seat-berths.

In the Little Giants, smallest of the Richardson line, and measuring 25 feet 10½ inches to a beam of 8½ feet, there are four popular arrangements, each with appealing features. Of these, Model 26-1 is the sedan or cabin control type which steers and handles like an automobile. In the cabin, which is complete with galley and toilet, are accommodations for four, while the large cockpit is of the open sun type. Model 26-3 is similar in its accommodations but provides a cockpit which is protected by a sound-insulated solid wood top, equipped with windshield and side wings. Model 26-4, which is described by the builders as a glorified runabout, is capable of carrying large loads in safety. While living accommodations for two persons are complete, this model is intended chiefly for fishing, yacht tender and utility service. The remaining model of the Little Giant line is primarily a fishing cruiser, arranged with a cabin having roomy accommodations for two persons as well as a large cockpit which may be covered or uncovered at the option of the purchaser.

All Richardsons have full headroom, linoleum-covered cabin and cockpit floors, chrome-plated solid brass and bronze hardware, and all are equipped with Gray motors as standard power.

Above, the deckhouse of a Single Cabin Enclosed Bridge Cruiser by the Richardson Boat Co., Inc., of North Tonawanda, N. Y.
Below, one of the new 36-footers by the same builders. Powered with twin Gray 6–71 engines, she makes better than 16 m.p.h.

The main saloon has a large shelf top locker and dining nook to port (the dining nook convertible to a lower berth) and lavatory and galley to starboard. The installation of a fireplace is optional. In the roomy deckhouse are elevated seats for pilot and crew, a fixed settee convertible into a berth, and also a spring and mattress berth that folds to a vertical position when not in use. The canopy-covered cockpit aft has an athwartship seat.

Of most novel arrangement, perhaps, is the Model 36-7 which provides a double cabin and enclosed bridge arrangement and places the two V-drive motors beneath the cockpit at the stern. The forward cabin of this arrangement has two berths, a lavatory and a galley. The stern cabin is arranged with fixed upper and lower berths on the starboard side and a toilet and dresser opposite. The enclosed bridge has controls and two elevated seats that are quickly converted into berths.

Sparkman & Stephens

As in past years, the Sparkman & Stephens booth is headquarters for Show visitors who are weary of looking but still have enough enthusiasm left to sit down and talk boats and equipment for a while.

As a background for such discussion,

Eyres Studio Photos

there are plans and photographs of boats already built and building from Sparkman & Stephens' designs and complete lists of yachts of all sizes and types for sale or charter.

A fully rigged model of a Week-Ender is one of the most interesting items at this booth. Over 20 of these 35-foot auxiliary cutters were built last year. This model is being presented as a trophy for a race to be sailed by boats of the class next summer.

The Parkman Star

Parkman Yachts, Inc., of New York, is exhibiting a fully rigged Parkman Star of latest model, following the modern trend of a light boat which is rounded forward within the rules to minimize pounding. With spruce frames throughout, except those which carry the keel, the hull, without fittings, weighs less than 400 pounds. The roundness athwartship is forward only and is not extreme, as that would have a tendency to make the boat tender. Hence the 1939 Parkman Star should prove faster in light air without sacrificing any of her former heavy weather qualities. In short, the aim is toward an all-weather boat.

The spars are of the authentic European flexible type as exemplified by the present world champion *Pimm*. Of especially selected Sitka spruce, the grooved laminated mast weighs approximately 35 pounds bare. Despite its exceptional lightness, it is extremely strong.

Virtually everything on the boat affecting either tune or trim is adjustable. The outstanding new fitting is a crank action partner, which permits the position of the mast to be shifted from the cockpit by a single crank, the handle of which is interchangeable with the raker that governs the position of the step. The new partner, which slides easily fore and aft, has an indicator that shows in fractions of an inch its exact position. Another new feature is a socket type backstay lock which cannot slip and which is adjustable within a range of eighteen inches, making it unnecessary to use turnbuckles or other slow methods of adjusting either the tension of the backstay or its position at the deck. These are but two of the many Parkman fittings that are included with the boat or can be purchased separately for use with Parkman flexible spars on any Star.

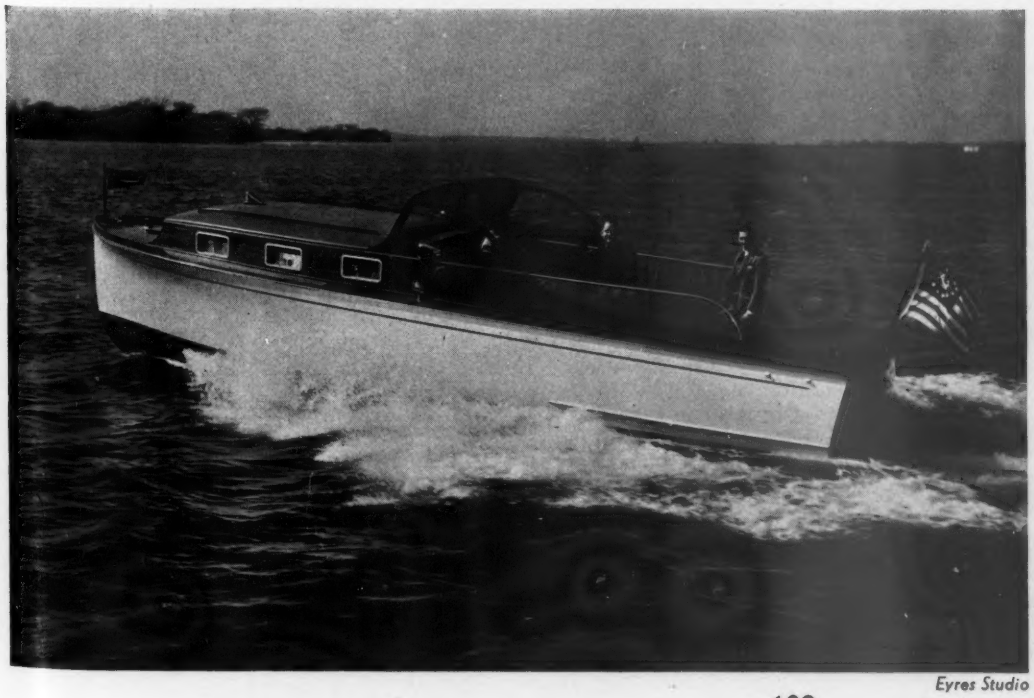
The Show model is painted with maroon topsides, old ivory deck and bottom, and gold boottop, and is equipped with Prescott Wilson sails.

Luders' Hurricane Replacements

The Luders Marine Construction Company exhibit for the Motor Boat Show of 1939 includes:

A Fishers Island 16-foot sloop, a duplicate of those built for the Fishers Island Yacht Club in 1933. This class proved to be extremely popular, the boats are fast and seaworthy and keen racing has been enjoyed over a period of six years. In the meantime, a number of single boats have been sold to individuals who have appreciated the fine sailing characteristics of these little ships. They are about 26 feet over all, 16 foot water line, 5 foot 8 inch beam, 4 foot draft, carry 200 square feet of sail and are ballasted with 1500 pounds of lead in a fin keel.

John Madigan



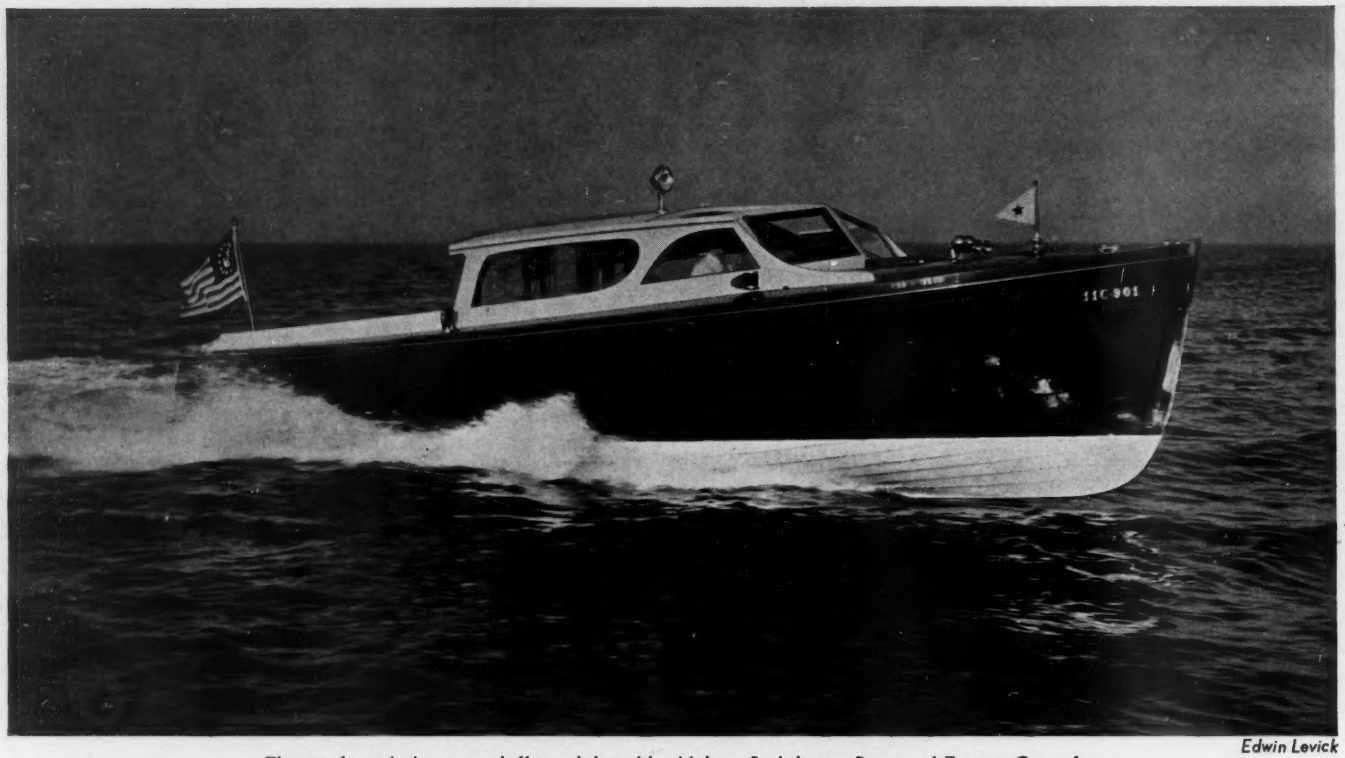
Eyres Studio

Above, Model 26–3 of the Richardson Little Giant, a boat 25′ 10½″ length and 8′ 6″ beam, powered with a Gray 6–51 engine. Below, a Richardson Cruisabout with open cockpit. This boat is 33′ 0″ in length over all and 10′ 8″ beam, with single engine

As a result of the New England hurricane, several of the Fishers Island fleet were driven ashore and dashed to pieces on the rocks. Replacement boats, of which this exhibit is a duplicate, are now being built. This continuation of the class is strong testimony to its satisfactory performance.

The boats were designed primarily for the juniors — boys and girls from 15 to 18 years old — and, as they are miniature yachts in every respect, they have helped develop a keen interest in racing among the younger set.

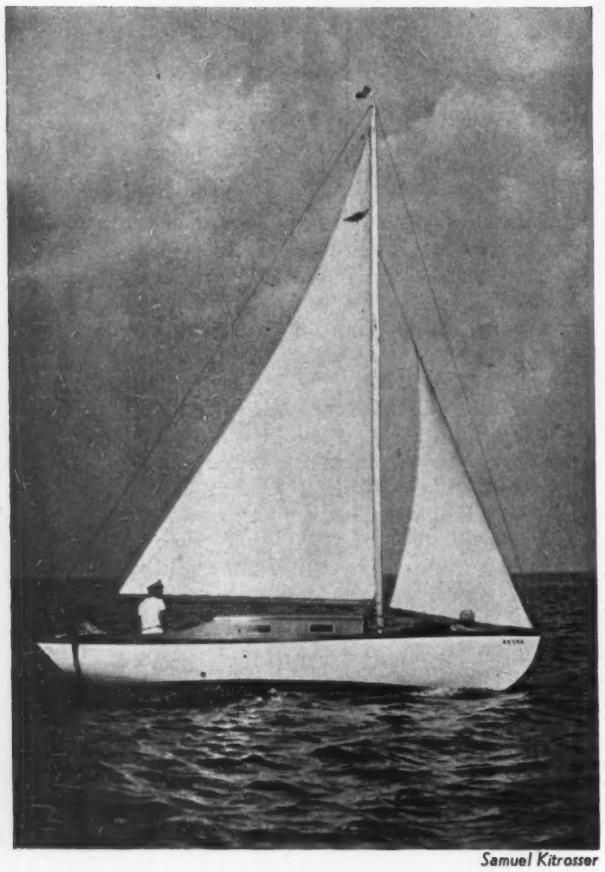
This company also exhibits one of its popular patented bow yacht tenders, 16 feet long, 4 foot 9 inch beam and with a speed in excess of 20 statute miles per hour. These boats have proved extraordinarily fast and dry, being, it is said, more comfortable in those respects than boats with the more conventional bow. They are being taken up for use as crash boats and for rescue work by Government departments.



Edwin Levick

This 33-foot de luxe sea skiff is exhibited by Hubert S. Johnson Boat and Engine Co., of Bay Head, N. J. Twin Gray engines of 175 hp. each give her a speed of 40 m.p.h.

The boat exhibited at the Show is powered with a 4-cylinder Gray motor located in the stern, driving the propeller through an angle gear. The helmsman is forward and the passengers amidships where they will not disturb the trim of the boat whether loaded or light. The occupants are protected by an attractive streamlined cab which is demountable in case it is desired to use the boat as an open launch for fishing.



Samuel Kitrosser

One of the boats shown by the New England Marine Co. is the 24-foot auxiliary sloop known as the "Adventurer," an interesting cruiser

New England Marine Company

The New England Marine Company, distributors of the well-known "Winabout" sail boats and other models, started exhibiting at the Motor Boat Show five years ago with a single model. This year, as last year, they burst forth with no less than seven models, and with increased space at the Show to take care of this display.

Of particular interest to the cruising enthusiast with a limited pocketbook, is a 24-foot auxiliary closed cabin job, called the "Adventurer" — in about the same price class as a Star boat. She was developed to meet a demand for a boat under $1,000 which would have sleeping accommodations, inboard power and a closed cabin. The company reports that experience during the past season has proved the boat to be comfortable and a good performer under sail.

Next in size on display is the 18½-foot smooth planked "Winabout." This model holds a reputation for just what she was designed to be — a family boat for day sailing — but she has also been used for class racing in localities where rough water is apt to be encountered. A feature of this model is a portable "summer cruising cabin," which can be installed at slight extra cost in about ten minutes' time. This cabin comes complete with bronze fittings and stanchions, side and rear curtains, everything ready to be set up. It should be of particular interest to those who do not wish to go to the expense of a built-in cabin but who want a shelter aboard ship for over night cruising.

The Dulux Model "Winabout," 17¼ feet over all, is smooth planked with cedar planking and has mahogany trim. She has a roomy cockpit for a boat of her size, wherein a party of six can enjoy sailing without crowding.

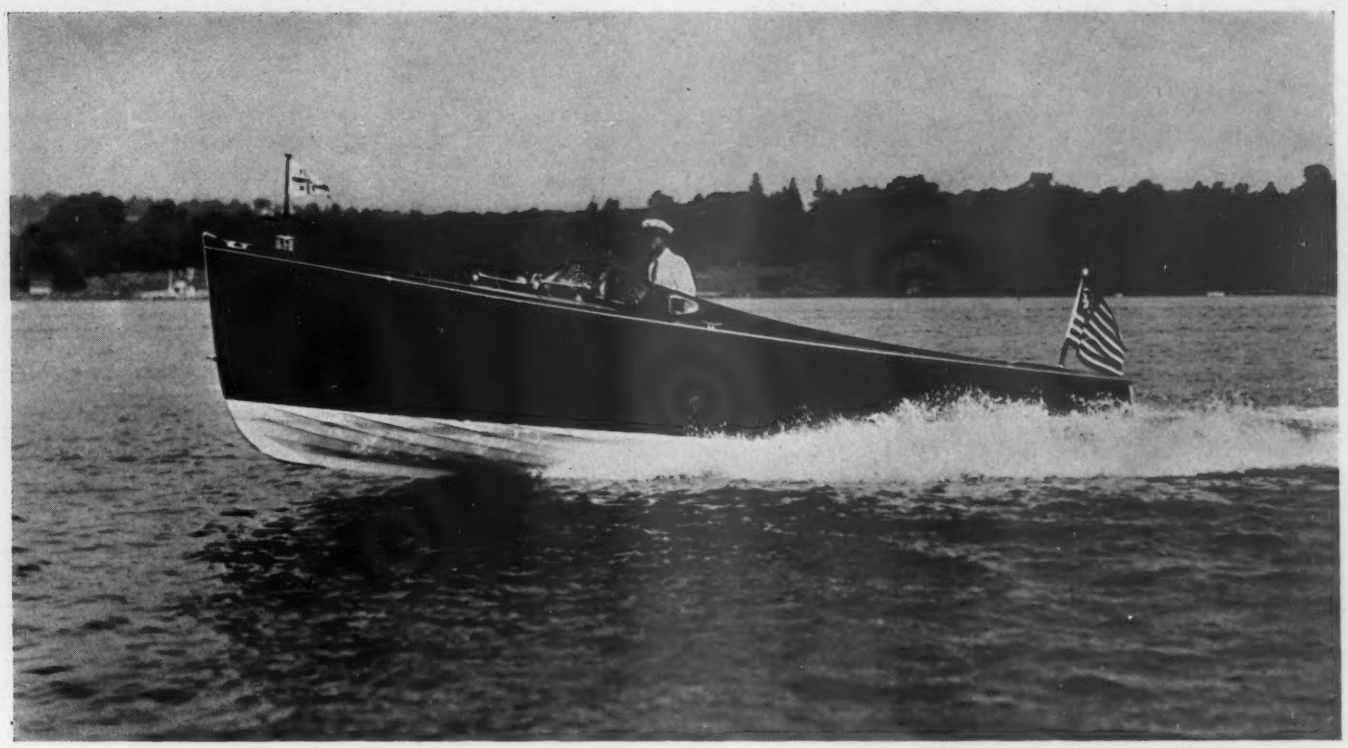
Other items in the exhibit are a 16½-foot, lapstreak "Winabout," then the "Coast Guard Junior," a 14½-foot sail boat which is also suitable for outboard propulsion or for rowing; a Comet Class sloop; and the "Sport Fisherman," a utility type boat powered by an inboard, air-cooled motor.

Winabout sail boats are found in numbers at such yachting centers as Marblehead, Manchester, Newport, on Long Island Sound, and along the Jersey Coast; and boys' and girls' summer camps use them for nautical instruction and for sailing events.

Johnson's New 33-Footer

In space K, just east of the main stairway, the Hubert S. Johnson Boat and Engine Works of Bay Head, N. J., exhibits a 33-foot de luxe skiff. This model is a fast, able day cruiser suitable for commuting and sport fishing, and is the latest development of the Hubert Johnson seagoing craft.

The hull is of lapstreak construction. A mahogany keel, cedar planking and oak frames are used, copper fastened. The forward end of the shelter house roof is made removable, with a flytop of cloth. This arrangement allows the



The Red Bank Marine Works displays the "Sea Wulf," its latest design in sea skiffs. She is 28' 0" in length, 8' 6" beam and 22" draft. Twin engines of 103 hp. each, located amidships, drive her at a 30-mile pace

operator to be in the open sunlight and gives the shelter house ventilation free from flying spray and without annoying drafts. Besides the helmsman's seat, there is a large seat facing forward and two couches or bunks. An ice box and storage lockers are built in under the seats. Under the forward deck there are two berths, a toilet and a folding wash basin.

Twin Gray "Eight" marine engines, of 175 hp. each, supply power for a speed of 40 m.p.h. Morse flexible couplings and rubber engine mountings are used, and the engine compartments are lined with Johns-Mansville acoustical tile for soundproofing.

The self-bailing cockpit floor is of teak of natural finish. The white enameled bottom, black hull, cream colored shelter house and roof, and the chrome plated hardware and trim do their part in making this Hubert Johnson skiff a "swanky" motor boat.

This well-known organization builds a complete line of standardized boats from 20 to 44 feet in length and specializes in the construction of individually designed boats up to 90 feet in length.

The 20-foot Sportsman skiff, powered with a Chrysler Ace marine engine, is a husky utility boat designed and built for use in rough water. She has a storage locker under the forward deck and a windshield with two windows opening outward. Two full width seats and an open cockpit provide ample room for carrying eight or ten passengers with camping equipment. The Sportsman skiff is also built 24 feet over all and powered with a Chrysler Crown motor.

The sport fishing cruisers are built with either lapstreak or smooth plank hulls and with a wide choice of power. Diesel engines are being used in many of the larger cruisers.

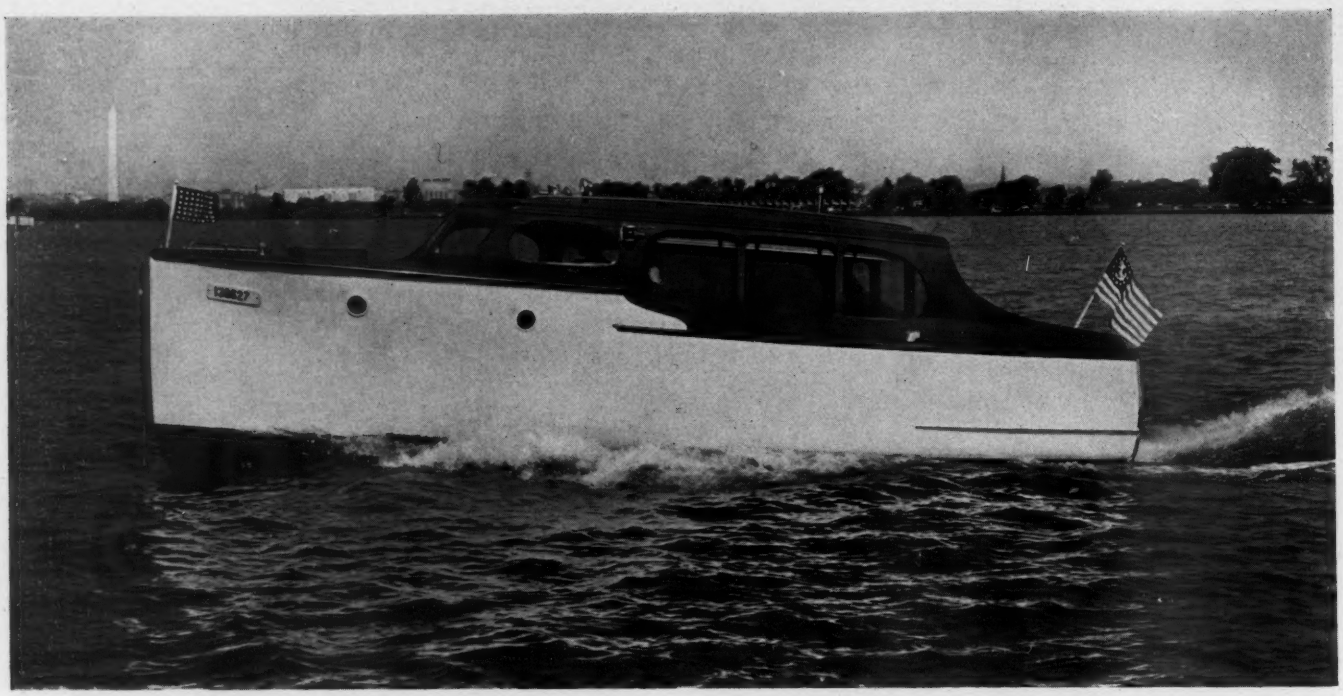
The 39- and the 44-foot twin cabin cruisers are designed for either gasoline or Diesel engines. The 39-foot model has a semi-enclosed shelter house abaft the trunk cabin. The 44-foot model is also a trunk cabin boat and has an enclosed deckhouse which is roomy and comfortably equipped.

Penn Yan Features "Aerodinghy"

In an exhibit which includes a Luxury inboard runabout, outboard boats and sailing dinghies, Penn Yan Boats, of Penn Yan, N. Y., is featuring its new Aerodinghy, a light dinghy which was introduced late last season and which has met with gratifying success. The Aerodinghy is built in two sizes, 7 feet and 8 feet, weighing 46 and 48 pounds respectively. Thus, each is light enough to be lifted from the water with one hand and turned upside down on deck or cabin top without marring topsides, rail, or the dinghy itself.

Built only in mahogany trim, the Aerodinghy has cedar frames and planking, with 8-ounce pyroxylin-processed canvas cover. The keel and skeg are of spruce. Two pairs of rowlock sockets and one pair of rowlocks are provided and they and the lifting rings and towing rings are all of polished bronze. However, to decrease weight, the seat braces are constructed from an aluminum alloy. A heavy cotton roll top fender around the gunwales is filled with sponge rubber. Lightness has not been attained at the expense of ruggedness, and special construction not only assures watertightness but the attainment of a finish that will resist deterioration from sun and water. While the Aerodinghy is a bit "skittish" to get in and out of, she is stated to be as safe and seaworthy when loaded as any boat of the same size and is easy to row.

The "Aerodinghy," shown by Penn Yan Boats. Built in 7- and 8-foot lengths, she is light enough to be picked up by one hand



M. Rosenfeld

The Owens Yacht Co., of Baltimore, concentrates on a single length of boat, building a 30-footer with four different types of superstructure and cabin arrangements. Above is the 30 Sedan and to the left is the interior of the boat's spacious deckhouse

Red Bank Marine Works

The Red Bank Marine Works, of Red Bank, N. J., is exhibiting the "Sea-Wulf," its latest design in sea skiffs. This popular, well-designed and seaworthy boat measures 28 feet in length to a beam of 8 feet 6 inches and draft of 22 inches, and attains a speed of 30 m.p.h. She is powered with two six-cylinder 103 hp. Gray Phantom marine engines which are located amidships under a mahogany soundproof engine box. The box is upholstered and serves as a seat.

A cabin under the forward deck contains two upholstered berths, ice box, toilet, and ample storage space under the berths. Equipment is of the regulation marine type, including Lux portable fire extinguishers, fenders, anchor, mooring lines, streamlined running lights, dome lights, life preservers, etc. A spray type slanting windshield is mounted on the forward deck, and the after cockpit affords ample room for fishing chairs for trolling. Across the transom in the cockpit is a built-in fish box.

While this attractive fishing skiff retains the lapstreak construction of the Sea Bright dory, modern lines are incorporated in the design which produce a smart, seaworthy, streamlined fishing boat capable of being driven at high speed with economical gasoline consumption. The construction is light and strong, including white cedar planking, white oak framing, Everdur screw fastenings, mahogany deck and ceiling, teak cockpit flooring, and chrome plated hardware.

New Baltzer 34-Footer

A number of years ago, when gasoline first appeared as a motive power to take the place of sail, the men who live in the State of Maine and make their livelihood on the water, were faced with the problem of building hulls which would do, under power, what "Down East" hulls were famous for doing under sail.

At Jonesport, Maine, the Baltzer-Jonesport organization worked on this problem, finally evolving the remarkable Baltzer-Jonesport hull, built not only to meet the rigorous sea conditions of a New England winter but with a view to speed and beauty as well. Baltzer-Jonesport hulls follow no formula of design such as "V-bottom," "round-bottom," etc., but were developed from models worked over for years to produce a hull which would best meet every phase of conditions at sea.

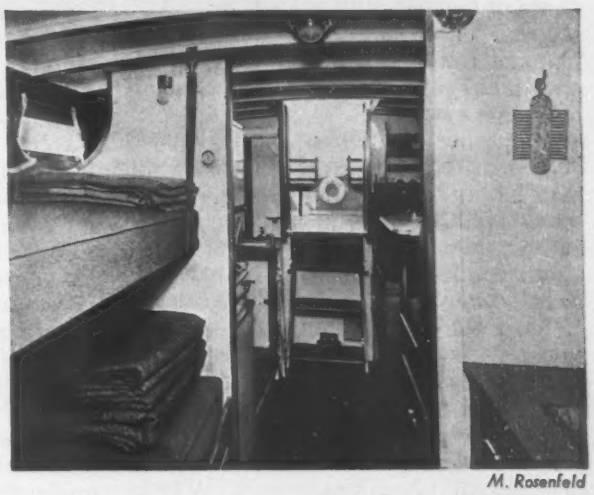
The Baltzer-Jonesport plant is now located at Medford, Massachusetts. During 1938, the company has developed a number of improvements, the most important of which it considers to be the new hydraulic controls. This hydraulic apparatus applies both to steering and engine controls, and is foolproof, positive and easy to operate.

The hydraulic system just mentioned is installed on the 34-foot model which the company is exhibiting this year at the Motor Boat Show. This power cruiser has been designed for offshore work, and is of the following dimensions: length over all, 34′ 6″; beam, 10′ 5″; draft, 3′ 6″; headroom throughout, 6′ 4″, and ample freeboard of 5′ 0″ forward and 3′ 2″ aft. Gasoline capacity is 120 gallons in two tanks of 60 gallons each.

There is plenty of hatch space to allow working around engines and to give access to mechanical details. There are several alternate arrangements below decks for these 34-foot cruisers, which come in four models: Sport Cruiser, Deck Cabin Cruiser, Enclosed Bridge Fisherman, and Sport Fisherman. In general, the boats have a large cockpit aft, with all of the living quarters forward. One model includes a double stateroom forward, lavatory just abaft it, and a convertible dinette opposite the galley just inside the companionway. Another arrangement has four berths (uppers and lowers) in the main cabin.

Among the long list of standard equipment for all of these boats, the following are of particular interest: tachometer, water temperature gauge; all lights controlled from instrument board; detachable upholstered steering seat with back; Monel metal screens throughout; two-burner alcohol stove; canvas side and back curtains for cock-

The Baltzer-Jonesport cruiser on display is 34' 6" in length over all, 10' 5" beam and 3' 6" draft. Headroom throughout is 6' 4". At the right is a view of the interior, looking aft from the forward stateroom through the main cabin into the cockpit



M. Rosenfeld

pits of all Sport cruisers; built-in antenna with provisions for installation of radio; specially made water jacketed exhaust which eliminates much of the exhaust noise.

In addition to these 34-footers, Baltzer-Jonesport are offering stock boats in 30-foot and 38-foot lengths and custom built boats of 40, 42, 48 and 50 feet over all.

The 1939 Owens "30's"

Four distinctive arrangements of the popular 30-footer comprise the 1939 line of Owens Cruisers, manufactured by the Owens Yacht Co., of Baltimore, Md. Foremost of these is the Two Stateroom Sedan, a "two-cabin" cruiser having separate quarters forward of the galley in addition to the roomy, screened accommodations of the deck cabin. The De Luxe Sedan is an elaboration of this design, giving, in addition to complete toilet, galley and wardrobe equipment, such new features as built-in radio, lighted compass, Venetian blinds, attractive drapes, searchlight, boarding and swimming ladder, etc. The other two models of the Owens line are in the nature of day cruisers or sport boats, and of these the Sport Cruiser, with sleeping quarters under the raised deck, features a large open cockpit. The Sport Fisherman, identical with the above as to complete living accommodations, features a large fishing cockpit which is covered at the forward end by a standing top the space under which may be enclosed with canvas side and rear curtains.

So far as hull form is concerned, the four models are alike, a beam of 9 feet 8 inches and a draft of 2 feet 3 inches being designed for the popular length of 30 feet. No other length is provided as the builders have learned over a period of years that this size is most popular with their customers. The design calls for a strong, seaworthy type of hull, with low center of gravity and beamy water line width to give steadiness in a seaway. A quick turn at the bilge and moderately flat sections aft are conducive to good speed, while ample freeboard, wide, flaring bow and sharp entrance make for a dry boat.

In the 1939 models, special heat- and sound-proof material is used under the floors, in the motor compartment, and as a sub-ceiling to the cabin roof. In their exterior lines, these modern cruisers show graceful proportions, with slanting V-shaped windshields and moderately streamlined cabins.

While the four 30-footers display a strong family resemblance, as it were, each model is peculiarly adapted for the service for which it is designed. Although, for example, a six-cylinder motor is standard equipment, that installed in the Sport Fisherman Owens is larger than the others, developing 95 hp. and giving a speed of 16 m.p.h.

Armstrong & Galbraith Showing Many Boats

Armstrong & Galbraith, Inc., of New York City, is exhibiting many small boats of different manufacture which it markets in the metropolitan area, these exhibits being displayed both on the main floor and on the mezzanine. In its main space, in Block X on the mezzanine, may be seen four Lyman and eight Century boats, while in another space on the same floor there are boats bearing the Dunphy name. On the ground floor are other Dunphys and a Deering in one exhibit, while in a separate display are found four "Pow-Wow" boats built by Amesbury.

The Armstrong & Galbraith showing is well diversified, including the famous Dunphy Snipe and other sail boats, as well as rowboats and inboard and outboard motor boats of every size and price. Present limitations of space prevent a detailed description of the twenty-odd boats in the various exhibits, but it may be said in general that they offer a wide and satisfactory choice to those who are interested in sail or motor racing, fishing or utility boating. No undue emphasis is placed by the exhibitors on any one type of boat as they feel that the demand for all types is increasing to an extent which is gratifying to everyone, both in the sport and in the industry which is supported by it.

Annapolis Building Four Stock Cruisers

Annapolis Yacht Yard, Inc., of Annapolis, Maryland, occupies space A-4 in the Grand Central Palace during the annual Motor Boat Show.

They are exhibiting one of the 14-foot International Dinghies, and scale models of the four stock motor cruisers of the 1939 line. Photographs and blue prints of these cruisers will also be available for inspection at the booth, and the boats themselves may be seen, and demonstrations arranged for, at Annapolis.

Characteristic of the line, the "Annapolis 34" has a pleasing profile, and an easily driven, seagoing looking hull. Her dimensions are: 34′ 0″ over all, 10′ 0″ beam, 3′ 0″ draft. She is of the flush deck and trunk cabin type, but with a good forefoot. Knowing the misery of climbing around narrow decks in a seaway, Chris Nelson has designed her with wider side decks than is usual on boats of her size, and with a fairly high toe rail. The regular stock hull is single planked but double planking of cedar and mahogany may be procured at moderate extra cost.

A number of different arrangements of the interior are available, and she may be built with either single or twin screw installations. With twin screws and proper engine selection, a speed of over 22 miles per hour can be reached.

The other three stock cruisers are the 42-foot, the 48-foot, and the 54-foot, with a variety of choice in power installation and in arrangements for accommodations. All of these may be powered with gasoline or Diesel engines, single or twin screw, and are in addition to the custom-built line of boats up to 110 feet.

Dyer Dinks from the Anchorage

Dyer Dinks, as usual, feature the display of The Anchorage, Inc., of Providence, R. I. This firm brought out the first American-built Frostbite dink seven years ago and has spread this well-known line of tenders to all quarters of the globe. This year the company introduces no less than fifteen models, all, with the exception of the 7½-footers, designed by P. L. Rhodes of Cox & Stevens, Inc.

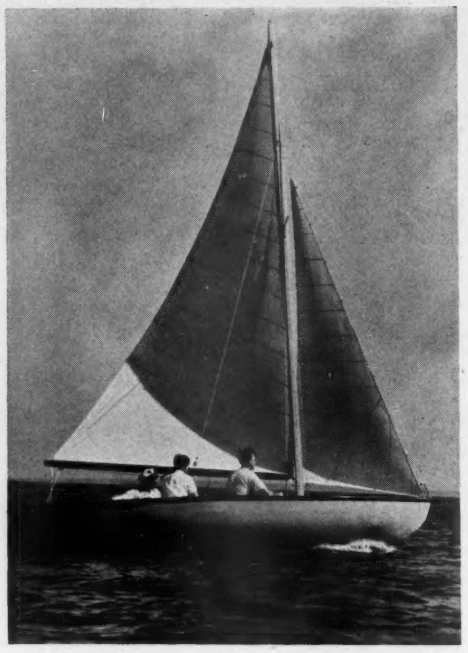
Among this group is the 7½-foot Dyer "Dot" light weight skiff. Built of three-ply Super Harbord with arc bottom, the rowing model weighs only 48 pounds. It is easily driven by one of the smaller outboards and is designed to row and tow easily. The sailing model, weighing only 62 pounds, has a loose-footed, mitered seam, orange mildew-proofed sail built by Ratsey & Lapthorn. A swinging wooden centerboard and simplified rig eliminating halliards make this model nearly foolproof.

The 10-foot One-Design Class D Dyer Dink needs no introduction as this is the largest Frostbite class today and can be seen at nearly every spot where yachtsmen congregate. These boats are raced throughout the winter months in both Atlantic and Pacific coast ports as well as Chicago.

While the 12-foot rowing and sailing "Jolly Boat" has been displayed at the Show for the past two years, she now occupies a major position in boat advancement. Under the classification of "Jolly Boat Auxiliary," one finds a husky 12-foot sailing tender equipped with a single cylinder one horse power air cooled engine with 2:1 ratio reduction gear, and reverse.

One of the most interesting innovations developed by The Anchorage is its nesting combinations of small boats. The 10-foot sailing dinghy nests within the 12-foot rowing "Jolly" when the seats of the latter are removed. The 12-foot sailing or auxiliary "Jolly" will nest within the 14-foot rowing Wherry under the same conditions. Care in designing permits three boats to be carried in a minimum of space.

Last but not least, is the one-design Marlin Class sloop. Introduced at last year's Show, this boat attracted the attention of experienced racing skippers at sight. She is a keel boat, 18 feet over all, with 12 feet 3 inches water line, and 3 feet draft. Sails are by Ratsey & Lapthorn. Carrying 118 square feet in Genoa jib and loose-footed, mitered seam mainsail, she is lively and a joy to handle. A working jib and parachute spinnaker are supplied as well.



Armstrong and Galbraith show the "Condor," an 18′ 0″ knockabout built by the Dunphy Boat Corporation. Her beam is 6′ 6″ and she carries 178 square feet of canvas in jib and mainsail

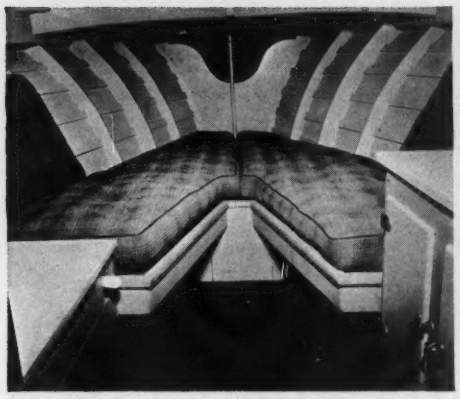
Gibbs Sea Skiffs

The Gibbs Gas Engine Company of Jacksonville, leading builders of the increasingly popular little open motor boats powered with air-cooled motors, exhibits a new de luxe model 16 feet long. This boat is of the semi-dory type, like the other 12-, 14- and 16-foot boats turned out by Gibbs. She is equipped with large lazyback seats with thick leather cushions and the motor is completely closed over by a deck. The boat is attractively finished and intended to appeal to persons interested in a boat for tender service. The company's 14-foot standard power sea skiff is also displayed.

The Gibbs water-cooled condensing muffler is also a feature of the exhibit. A cutaway hull is being exhibited showing exactly how the gas enters the muffler through a large intake, is condensed and cooled by the water in which the boat is floating, and then expelled in the form of vapor through a small opening. This action not only deadens the sound of the exhaust but also carries the gas out of the boat without creating back pressure.

Gibbs boats are powered with Briggs & Stratton motors of from ¾ to 3 hp. and have been extremely popular for both sport and commercial fishing and all sorts of small boat work.

The Gibbs Gas Engine Company, of Jacksonville, displays a 16-footer of the semi-dory type, powered with a Briggs & Stratton air-cooled engine



Among the eight new or redesigned models exhibited by Gar Wood Industries, of Detroit, is the Overniter, which makes her bow to the yachting world at the Palace. At the extreme left is seen the cabin of this interesting craft, with the two 6′ 2″ berths, ice box, etc. Next to it is a glimpse of the cabin and the forward end of the cockpit, with the helmsman's seat and the box over the engine

Photos by R. W. Flint

The 1939 Gar Wood Streamliner, a 22-footer with engine located aft

Eight Gar Wood Models Shown

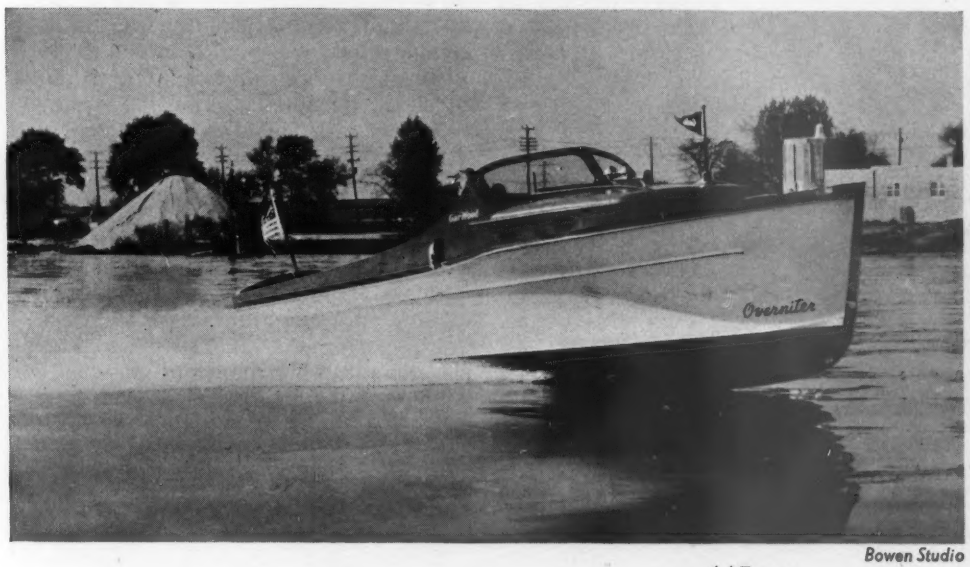
The Gar Wood Industries, of Detroit, is seen in its usual space, Block G, on the main floor, with eight beautifully streamlined models, each of which has been redesigned to accentuate the smooth flowing lines and distinctive styling of the Gar Wood runabouts. The models shown comprise a 16-foot and a 19-foot Custom runabout, the 22-foot Streamliner, the 18-, 20-, and 24-foot Streamline Cabin Utilities, the 28-foot Custom runabout, and the new 24-foot Overniter. Through increased manufacturing efficiency and sales volume, price reductions have been effected throughout the list, some of them amounting to as much as 10 per cent.

The 24-foot Overniter, making its first appearance at the Palace, and to be seen also at Boston, Philadelphia, Chicago, and Los Angeles, is so named because of her comfortable sleeping quarters for two in a roomy trunk cabin under the forward deck. She is, however, a combined commuter and utility boat, with ample cockpit for fishing, with speeds up to 41 m.p.h., and with great smartness and beauty of line. The cabin has 54-inch headroom and is equipped with two 6-foot 2-inch berths, ice box, toilet, storage compartments, etc. A stove and a collapsible navy top are optional at extra cost. A wide selection of marine motors is offered, to meet exactly the power and operating requirements of each owner, and a 60-gallon fuel tank carries sufficient fuel for an extended week-end cruise or fishing expedition.

The popular 22-foot rear-engine Streamliner, introduced last year, is continued with numerous improvements and refinements. A new patented V-drive hook-up in this model places the engine well aft, permitting unusual seating capacity in what is believed to be the first triple cockpit boat ever offered. A new bottom and hull design to take advantage of the rear-engine installation permits greater speed with no increase in power.

The flagship of the 1939 Gar Wood fleet is the 28-foot Custom runabout, with double cockpit forward and single cockpit aft, both equipped with V-type folding windshield. The engine in the Show model is a 12-cylinder 316 hp. Scripps, giving a maximum speed of 46 m.p.h. Four twin screw motor options are also offered in this model.

Each of the Cabin Utilities is six inches longer than last year's corresponding model, and all have more cockpit and cabin floor space, due to increased beam. An increase is also seen in the flare, making for improved dryness and seaworthiness. Straight lines, sharp corners and flat surfaces are conspicuous by their absence in the entire Gar Wood line. The transom in all models is raised, and deck sections are more highly arched. The "Queen Mary" or barrel bow, first introduced last year on the 22-foot Streamliner, is now standard on all custom runabouts featured by Gar Wood.



Bowen Studio

The new Gar Wood Overniter is a 24-footer designed to be a combined commuter and utility boat, with sleeping quarters for two persons under a low trunk cabin. Her top speed is 41 m.p.h.

The Quincy Adams Sandpiper

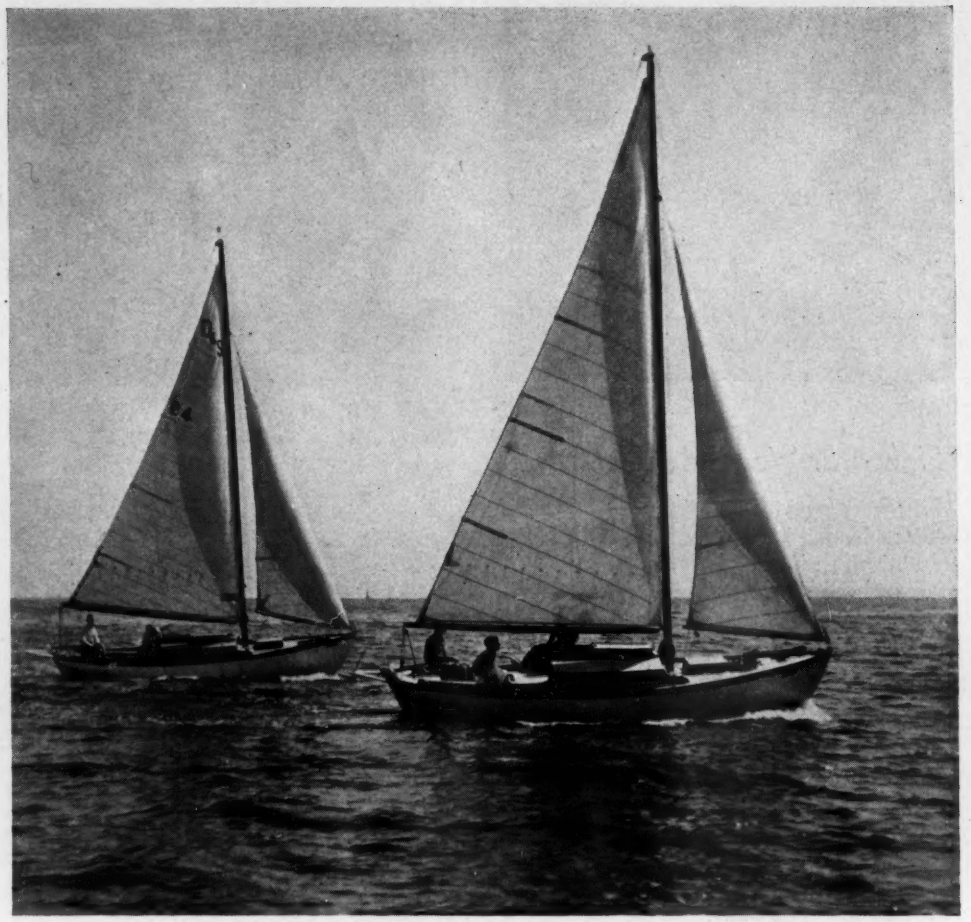
The Quincy Adams Yacht Yard, of Quincy, Mass., is again showing the Sandpiper, a small centerboard sailing boat carrying 94 square feet of sail. She is 12′ 6″ in length over all, 4′ 8″ beam and 18″ deep amidships. Stem and framing are of oak and planking and trim are of Philippine mahogany. The 16-foot mast is hollow and of Sitka spruce. The Sandpiper is one of the smallest boats available with canvas covered forward, side and after decks.

Three New Auxiliaries by Dunham & Stadel

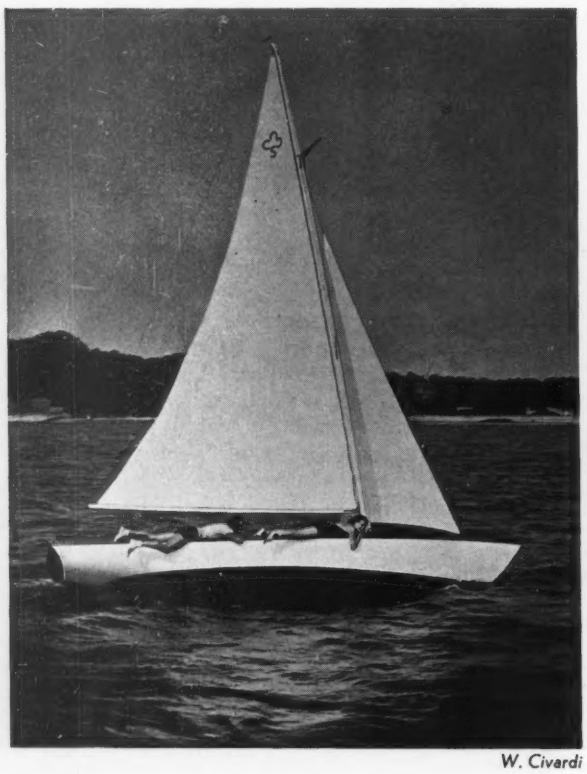
An interesting exhibit of models, plans, and photographs of boats designed and built by Dunham & Stadel, Inc., of Stamford, Conn., is on display in Booth 39 on the third floor. Smallest of the three auxiliaries on which attention is focused is the "Twenty-Four," a standardized cruiser which made her appearance on the Sound last year and has been well received. To a water line length of 20 feet 1 inch, she has an over all length of 24 feet 4 inches, a beam of 8 feet 1 inch and a draft of 3 feet 7 inches. She is an unusually roomy little ship having accommodations for three, a good galley and considerable storage space. The power is a Universal Blue Jacket Twin.

Interest is also attracted to the "Thirty-Three," which has developed from the smaller boat. The first of this type is now under construction at Stamford and is shaping up as a comfortable cruiser with accommodations for four, a great amount of storage space and such practical features as a chart table and chart case and a work bench. The dimensions are 27 feet 4 inches water line, 33 feet 1 inch over all, 9 feet 7 inches beam and 5 feet 4 inches draft. In this model the power is either a Gray 4-22 or a Universal Utility 4.

The third standardized auxiliary in the group is called "Sea Pacer," measuring 28 feet 7 inches water line, 38 feet 4 inches over all, 10 feet 2 inches beam and 5 feet 10 inches draft. She is a development from a boat designed by Mr. Stadel some years ago which proved remarkably fast and weatherly. A low doghouse aft not only improves the galley space but contributes to her desirability as a racer and cruiser. The motor is a Gray 4-22.



In the display of Dunham & Stadel, Inc., are models, plans and photographs of boats designed and built at the corporation's yard in Stamford. Here are two of the 24-foot auxiliaries built last year by them



W. Civardi

There are a number of boats exhibited by the Cape Cod Shipbuilding Company, of Wareham, Mass. The Baby Knockabout, above, is a well-known member of the Cape Cod line. At the left is the Shamrock, another Cape Cod product, selected by the Navy last year for use at the fleet air base at Coco Solo in the Panama Canal Zone

Skaneateles Adds Two New Models

Skaneateles Boats, Inc., Skaneateles, N. Y., in the midst of the Finger Lake district, has been producing well built boats for nearly fifty years, and combines the great value of that experience with up-to-date factory production methods and a constant scrutiny of modern trends in boatbuilding.

Well known for their Snipes and Comets, Skaneateles this year adds two new stock boats to its line, both designed by Sparkman & Stephens. Each of these models fills a particular need; the larger one, Lightning, to supply a demand for a sail boat between the Star and the Comet in size; the smaller, Gosling, designed to be the smallest and least expensive boat which will give a real sailing performance.

Lightning (described in the December issue of YACHTING), is 19 feet in length over all, 6 feet 6 inches beam, and carries 177 square feet of working sail in a Marconi sloop rig. She also carries a moderate parachute spinnaker for racing and has a permanent backstay which materially simplifies handling. She has, for a boat of her length, an exceptionally roomy cockpit, in which ten persons have been taken out sailing without crowding. Lightning has proved a smart sailer reaching, running, and working to windward, under all wind conditions.

Two of the Comet Class indulging in a brush on a breezy day. These members of the well-known racing class were built by Skaneateles Boats, Inc., which specializes in the building of small sailing craft

Gosling is 11 feet 6 inches long — the same length as the Frostbite dinghies — 4 feet 8 inches beam, and carries 60 square feet of sail in a cat rig. She is designed particularly as a safe, stable, easily managed boat for the use of beginners and young sailors. The extensive use of Weldwood throughout the construction has made her not only a strong boat, but a low cost product for her size and quality. Weldwood is the new Bakelite bonded plywood, and Skaneateles has developed a unique construction to take full advantage of the unusual qualities of this material.

Although approximating the size of the Frostbite dinghy, Gosling is not entirely an open boat but has a deck forward and around the cockpit, making her a dry boat in ordinary weather.

Part of the reputation of this company is due to the invention by it, three or four years ago, of a special double planked bottom construction which avoided the pitfalls ordinarily inherent in building a double planked bottom, particularly the important disadvantage of costly work. Owing to the unique method of construction, a double planked bottom can be put on a moderately priced boat. As usual, this year Skaneateles Snipes and Comets will include this feature.

This construction means that no seams run continuously through the boat, not even at the garboard, for the inner planking crosses right over the keel, making a continuous plank from chine to chine. This makes a remarkably tight, strong bottom. A test was made on a boat which had been on display in an artificially heated store for over a year, and the double planked bottom was without a single leak.

Skaneateles, as in past years, occupies space on the main floor of the Grand Central Palace during the Motor Boat Show, where Lightning, Gosling, and other boats of its manufacture may be inspected at leisure.

Above is one of the Marlin Class, one-design racers built by The Anchorage, Inc., of Providence, R. I., from designs by Philip L. Rhodes of Cox & Stevens. The boats are 18′ 1″ in length. At the right is the Lightning, built by Skaneateles Boats, Inc., from designs by Sparkman & Stephens. She is a 19-footer with 177 square feet of sail

Cape Cod's All Weldwood 12-Footer

The Cape Cod Shipbuilding Company, of Wareham, Mass. (formerly the Cape Cod Shipbuilding Corporation), has designed and built this year a new, "all Weldwood" 12-foot sloop which is being exhibited at the Motor Boat Show, in addition to other older models which have been improved to keep pace with modern developments.

An 8-foot pram and a 10-foot class D dinghy nested in a 12-foot Jolly Boat, all built by The Anchorage, Inc.

Weldwood is an improved type of laminated wood which has been developed by the United States Plywood Company and has proved itself eminently capable of standing up under the

rigorous conditions of salt water usage.

This new 12-footer is of V-bottom or deadrise form, with a Marconi rig consisting of loose-footed mainsail and overlapping jib. The Weldwood sheathing is screwed, not nailed, to sturdy white oak frames and construction throughout is worked out with a view to strength at moderate cost. The boat is dry and able and, with centerboard down, balances perfectly under sail and will point close to the wind.

Two other models on exhibition, for those who like to fish and camp, are an 8-foot and a 10-foot "auto top" boat, built to ride securely on the top of the average sedan. These boats are light and can be easily carried about but are, at the same time, strong and seaworthy.

Other standard Cape Cod models at the Show are the Senior Knockabout, Baby Knockabout and Nimblet, all of them too well known to require description here. Certain refinements in construction and equipment have been incorporated in these boats, but no change has been made in their lines or in any respect which would prevent them from competing under the racing rules governing the Cape Cod racing fleets.

Last year, Cape Cod's Shamrock had the distinction of being selected by the United States Navy for class racing and recreational purposes at the Fleet Air Base, Coco Solo, Panama Canal Zone; and more recently its Senior Knockabout was used in the majority of illustrations in the book *Sailing Made Easy*, by Rufus G. Smith. Both of these achievements speak well for the wholesome qualities and all around ability of Cape Cod boats.

This company's exhibit at the New York Motor Boat Show occupies space B-4 on the main floor.

Davis Introduces 52-Foot Crusailer

M. M. Davis & Son, Incorporated, of Solomons, Maryland, have added to their line for 1939 a custom built, 52-foot Crusailer of the same general characteristics as the 41-foot Crusailer which has proved popular, and which is designed by the same firm of naval architects, Sparkman & Stephens.

The success of the 41-footer demonstrated a demand for this type of craft and showed that there is room for a larger boat with the same operating characteristics but with more commodious quarters and a larger rig.

The fleet of Crusailers on the water during the past season has proved the sailing ability of these boats and showed that they are good performers, not only off the wind but working to windward. Their moderate draft, furthermore, enables them to cruise inland waterways which would not be navigable to the average keel boat of 40 feet and over.

Both Crusailer 41 and Crusailer 52 were tank tested at the Stevens Institute of Technology, to assure the quality of their lines for both sail and power. Not only are they good sailers for this type of boat, but their high freeboard materially increases the space below and, with their comparatively short ends, makes possible accommodations seldom found on sailing yachts of such moderate length.

In general, accommodations on the 52-footer consist of: crew's quarters forward for two men; an ample galley just abaft the crew's quarters, closed off from the main cabin, and abaft the galley a roomy main cabin with sleeping accommodations for four persons.

From the main cabin a companionway leads up to the deckhouse, which may be used for a dining saloon or for sleeping quarters for two. Finally, there is an exceptionally large owner's stateroom with two wide built-in berths and toilet with shower bath; and on deck, abaft the owner's stateroom, the sailing cockpit, in which a good sized party can be treated to the joys of day sailing.

Crusailer 52 can be equipped with either Diesel or gasoline engines, single or twin; and with this hull an economical speed of between 10 and 11 knots can be procured.

Although Crusailer 52 has crew accommodations for two, she is so well balanced that one man can handle her under normal conditions. Plans and specifications of both the "41" and the "52" may be seen at the Davis space at the Motor Boat Show.

M. Rosenfeld

The Crusailer 41, built at Solomons, Maryland, by M. M. Davis & Son, Inc., from designs by Sparkman & Stephens. This year the yard is building a new and larger boat of similar type known as Crusailer 52

Ovington's Display

Throughout the whole Boat Show it would be difficult to find a more attractive display than that of Ovington's. There are complete dinner sets in attractive patterns which can be decorated with the private signal and club burgee of the owner. Personalized glassware, silver, trays, lampshades and all sorts of novelties with a nautical air are also shown.

Du Pont Dramatizes "Dulux"

E. I. du Pont de Nemours & Company, Inc., of Wilmington, Del., occupies space No. 7 on the third floor at the 1939 Motor Boat Show. The name "du Pont" on a product has come to denote most thoroughgoing, patient research, and the corporation's excursions into the field of marine finishes is no exception to the rule.

This year the special feature of the du Pont exhibit is a dramatization of the durability of "Dulux" Marine Finishes, presented by means of an animated chart of Long Island Sound on which the demonstration will be focused. The "Dulux" line which is featured includes both marine paints and varnishes.

A staff of representatives is on hand to explain the demonstration, to handle inquiries, and to present to those interested a helpful booklet on the subject of the care of your boat.

Engines — Gasoline, Diesel, Outboard

Dolphin Special Engines by Sterling

Some years ago the Sterling Engine Company, of Buffalo, N. Y., developed a special engine for the United States Coast Guard, for use in its 75-foot patrol boats.

This year the Coast Guard is replacing a number of its 38-foot picket boats, to be built at the Palmer Scott plant at New Bedford, Mass., and Sterling is furnishing the engines. These engines are the "Sterling Dolphin Special" — 6-cylinder engines developing 300 hp. at 2000 r.p.m. They have fresh water cooling systems, incorporating Groco heat exchangers with a double set of Purolator oil filters, and are equipped with Bendix controls, all mounted on the engine. The cylinders of these engines have a bore of 5¾" and a stroke of 6¾".

Some of the salient features of this Sterling Dolphin Special are: a Sterling counterweighted crankshaft; the patented Sterling aluminum piston, which avoids any vertical divisions in the skirt; dual valves-in-the-head (*i.e.*, twin inlet and exhaust valves) used in Sterling engines since 1908; and a special clutch developed for the Coast Guard which has been tested in reverse with over 250 hp., and runs without heat as smoothly in reverse as in the ahead position.

The Bendix controls provide for operating both the clutch and the throttle from the pilot house, without employing heavy leverages or complicated connections. The system utilizes the vacuum in the inlet manifold for operating power.

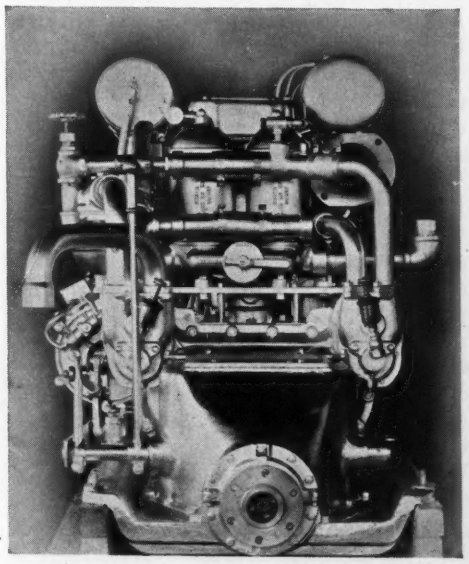
The Zenith marine type carburetor for engines of this size was developed at the Sterling plant, and is equipped with integral drip pans and flame arresters (Sterling patented) which provide the safety features of the fuel supply system. This equipment has passed the exacting Coast Guard and Navy tests.

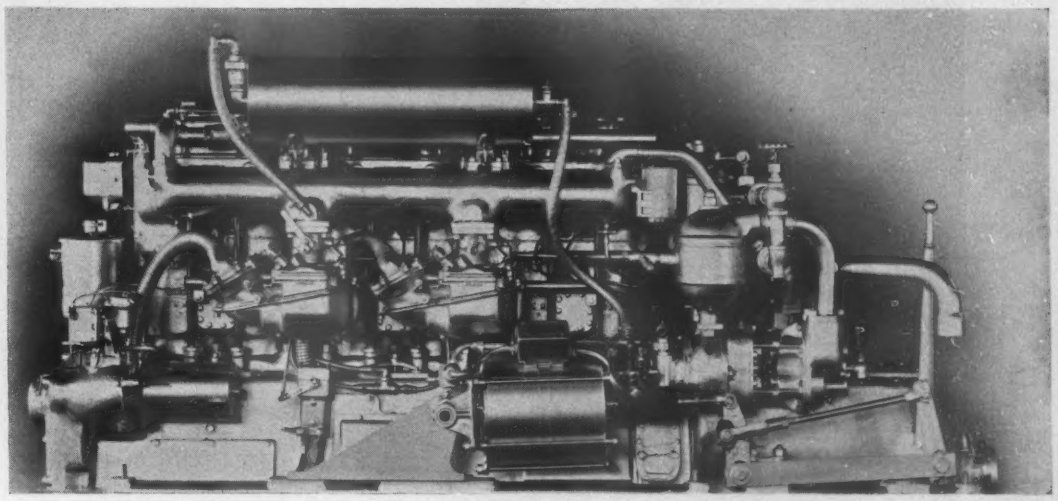
The fresh water cooling system, mentioned above, circulates fresh water through the engine jackets, with an auxiliary water tank mounted high on the engine over the exhaust manifold. The fresh water is circulated by a dual drive gear pump, and a similar independent pump circulates the sea water through the heat exchangers. Temperature is controlled by a bypass valve.

The crankcases are of aluminum, the lower crankcase being anodized and painted with three coats of red lead as a protection against the effect of salt water. The rest of the engine is finished in duPont Deluxe aluminum paint with polished aluminum cylinder heads. The result is an engine of brilliant appearance, destined to make the engine rooms of the new picket boats something of which to be proud.

While the engine just briefly described is the feature of the Sterling exhibit, this company also exhibits other examples of its well-known engines, both Diesel and gasoline, incorporating regular Sterling features such as the angle drive gear, high pressure lubricating system, oil coolers and filters, multiple ignition system, dual carburetors, rolled steel forged flywheels, etc.

Old friends of the Sterling line will find old friends in the line, revamped and improved in a number of details to keep pace with the march of time.





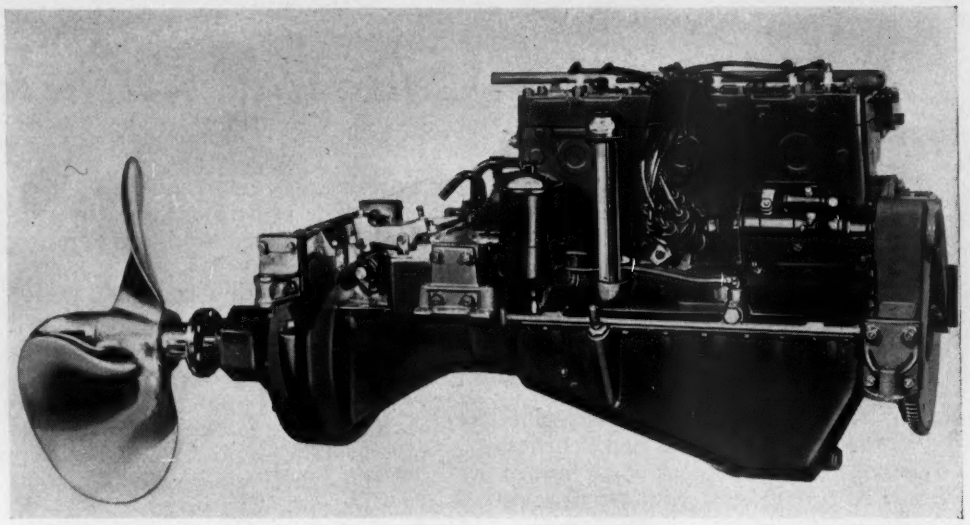
Two views of the new Sterling Dolphin Special 6-cylinder engines developed for the United States Coast Guard. They develop 300 hp. at 2000 r.p.m. The vacuum tank combined with Bendix control is shown on the engine at the right

Scripps Adds Sixteen New Models

Adding sixteen new models to its line, the Scripps Motor Company, of Detroit, presents the widest range of marine engines that it has ever offered. These entirely new Scripps models complete and extend the line into the smaller sizes, the intermediary sizes, and the higher powers. Several of them are smaller than any Scripps heretofore available, the smallest model being a 4-cylinder engine which develops ten horse power.

These new engines are typically Scripps in design and construction, presenting a clean-cut appearance and being compact and light in weight. They are modern, with full consideration given for the requirements of twin screw installation and with over all heights kept low to conform with the new streamlines of present boat styling. Reduction gears in several ratios have been provided so that the power of each engine can be most efficiently applied. All the other Scripps models, while retaining their external appearance and their general characteristics, have been improved and refined wherever possible.

As it is impossible in the space available to describe adequately the entire new line, attention is here directed to one of the innovations, known as Series 90. This is a 6-cylinder machine with the cylinders cast in block, measuring only 41⅛" over all to a height of only 14½" above the shaft. Provided in opposite rotation models, with standard or marine suspension type of rubber mountings, the "90" is well adapted for installation beneath the low decks of modern streamlined cruisers. The bore and stroke of this model is 3⅜" by 4⅛", and with a piston displacement of 221 cubic inches, the medium duty model develops 70 hp. at 2000 r.p.m.,



The Chrysler Crown 6-cylinder engine with reduction gear. On a piston displacement of 241.6 cubic inches it develops 103 b.hp.

while the high speed engine produces 90 hp. at 3600 r.p.m. Reduction gears having ratios of 1.5 to 1, 2 to 1, or 2.5 to 1, are available.

An efficient type of oil cooler keeps the lubricating oil full bodied, and an oil filter with renewable element is provided. A large sized gear pump furnishes pressure lubrication to all the main and crankpin bearings, as well as force feed to the reverse gear and reduction gear assemblies. Self-adjusting oil seals are installed on all revolving shafts to conserve the lubricant and to prevent a dirty bilge.

The cover of the completely enclosed flywheel is arranged to provide a heavy enclosed outboard ball bearing for power take-off. When this additional equipment is used, it is possible to take the full power of the engine from the front end of the crankshaft, making it available for driving hoists, large generators, or other auxiliary equipment needed in pleasure or commercial service.

Besides the "90," the new and improved models of the Scripps line on display include the Series 30, Series 100, the Model 154 Reduction Gear, the Model 208, Series F4, and F6, and the Series 300, the last being the 1939 model of the famous Scripps V-12.

Chrysler Marine Engine

Chrysler's marine engine line, as displayed at the Show, comprises three units, the Chrysler Ace, the Chrysler Crown, and the Chrysler Royal Eight, among which lines are found an engine to power any type of boat from a 16-foot high speed runabout to a 65-foot medium speed twin screw motor cruiser, including fishing and other work boats up to 50 feet with large and slow turning propellers. Chrysler marine engines are designed throughout for boat propulsion and are in no sense merely automobile engines adapted for marine use.

In detail, the 1939 engines are as follows: The Chrysler Ace has six cylinders of 3⅛ by 4⅜-inch bore and stroke, giving it a piston displacement of 201 cubic inches. It develops 78 brake horse power at 3200 r.p.m., and is available with four reduction gears, namely, 1.43, 1.95, 2.56, and 3.46 to 1, and also with the "V" drive which comes in either 1.45 or 2.05 to 1 reduction gear. This type of power plant is particularly suited to installation in commercial boats because it involves a small capital investment, operates with moderate fuel consumption and has parts that can be replaced when necessary at a much lower price than those of the large engines.

The Chrysler Crown is a 6-cylinder engine of 3⅜ by 4½-inch bore and stroke, giving 241.6 cubic-inch piston displacement and developing 103 b.hp. at 3200 r.p.m. It is available with reduction gears in the ratios mentioned above, and with the "V" drive having either 1.43 or 2.05 to 1 reduction gears.

The Royal Eight, with 3¼ by 4⅞-inch cylinders, develops 125 hp. at 3200 r.p.m., and is available with reduction gears of 1.43, 2.03 and 2.51 to 1.

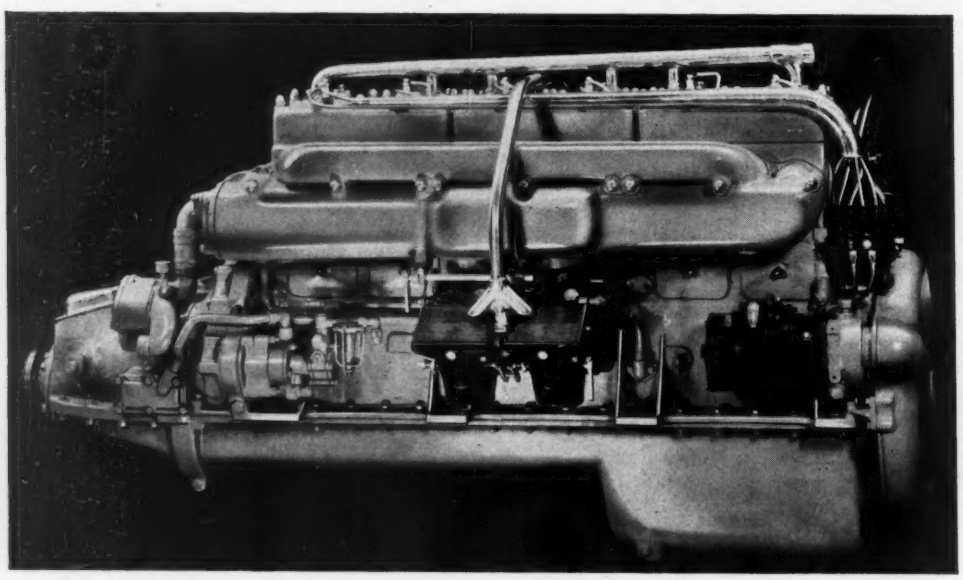
The Chrysler Vee Drive, which was introduced last year and is again a feature of this company's output, permits installation of the motor within six or seven feet of the transom, leaving the remainder of the boat entirely free for the use of the passengers. The gears used are of the bevel type with helical teeth, so that two full teeth are in pitch line contact at all times, insuring quietness and length of life. The whole mechanism runs in oil, being fed with a constant supply of fresh lubricant circulating through the case.

Palmer Engines on Display

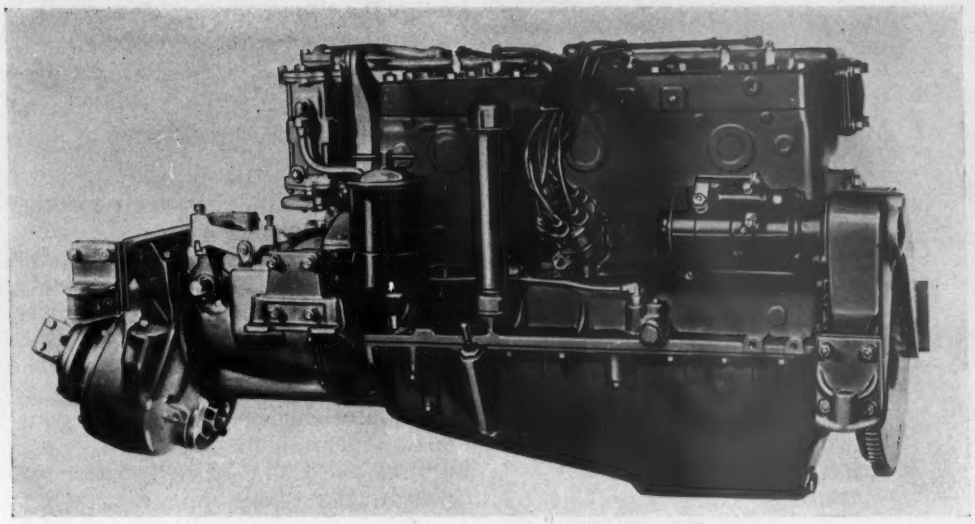
One of the old standbys of the marine engine field, Palmer Brothers Engines, Inc., is again on hand with the line of marine engines which emanate from Cos Cob, Conn.

The Palmer exhibit again stresses the importance of marine engines for marine purposes. While the Palmer line includes many popular conversions, sales figures for the past year clearly indicate to the manufacturers that simple engines, designed and built for marine purposes only, are returning to favor after several years in which conversions held the spotlight. The Half Huskie, Little Huskie, Big Huskie, ZR-4, Storm King-6 and Green Witch-6 are all typical examples of reasonably high speed engines giving economy and efficiency in marine service over long periods. The stepping up of speeds permits the use of these engines without undue penalty for weight or space.

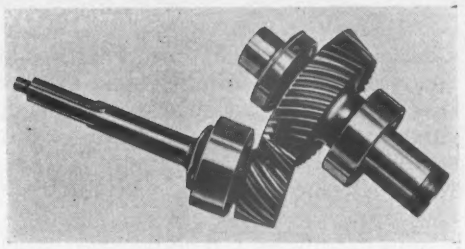
The Palmer display includes fourteen engines varying in size from 2 to 150 hp. Data on the new 4-cylinder, 45 hp. Diesel being developed by Palmer is also available at the Show although the engines will not be ready until spring. For further information on this new Diesel see the Waterfront News Section of this issue of YACHTING.



Scripps Model 208 6-cylinder high speed engine, developing 220 hp. at 2400 r.p.m. A neat job. Also comes in medium speed models



The Chrysler Crown engine showing "V" reduction drive in 1.43 or 2.05 to 1 ratio, a new feature last year. At right, the Chrysler "V" reduction gear drive



Lauson Shows Several Small Engines

Among the newcomers in the engine section of the Show is the Lauson Company, of New Holstein, Wis. This company is riding in on the tide of favor and interest being accorded small 4-cycle inboard engines.

Lauson is displaying a total of seven different models of small air- and water-cooled motors. Engines using direct drive, others using one-way clutch and reduction gear, and still others with reverse gears are being shown. There is also a cutaway display of a one horse power engine.

For the benefit of those considering installations in boats already built, there are two cutaway displays showing how to install these little engines properly.

Buda Gasoline and Diesel

The Buda Company, of Harvey, Ill., one of the pioneer manufacturers of gasoline and Diesel motors, is on hand at the Show with an unusually representative exhibit. A total of eight marine engines is on display, of which five are Diesels and three gasoline models. As a feature the company is showing a 4-cylinder Diesel with several sections opened up to illustrate clearly the important working parts. Special lighting is used.

With the addition of two new Buda-Lanova Diesel models, both of which are shown, Buda now has available one of the most complete ranges of sizes ever offered in the marine field. The new Diesels are numbered 4-DTM-212 and 6-DTM-317, and their principal dimensions are as follows: The 4-DTM-212 is a 4-cylinder engine with $3\frac{5}{8}''$ by $5\frac{1}{8}''$ bore and stroke and a total piston displacement of 212 cubic inches. The 6-DTM-317 is a "six" of $3\frac{1}{2}''$ by $4\frac{3}{4}''$ bore and stroke with 317-cubic-inch piston displacement. The older Diesels shown are the 6-DTM-468, a 6-cylinder model of $4\frac{1}{4}''$ by $5\frac{1}{2}''$ bore and stroke and 468-cubic-inch displacement, the 6-LDM-691, a "six" with $4\frac{3}{4}''$ by $6\frac{1}{2}''$ pistons and 691-cubic-inch displacement, and the 6-DTM-909, also a "six" but with $5\frac{1}{4}''$ by $7''$ bore and stroke and displacement of 909 cubic inches.

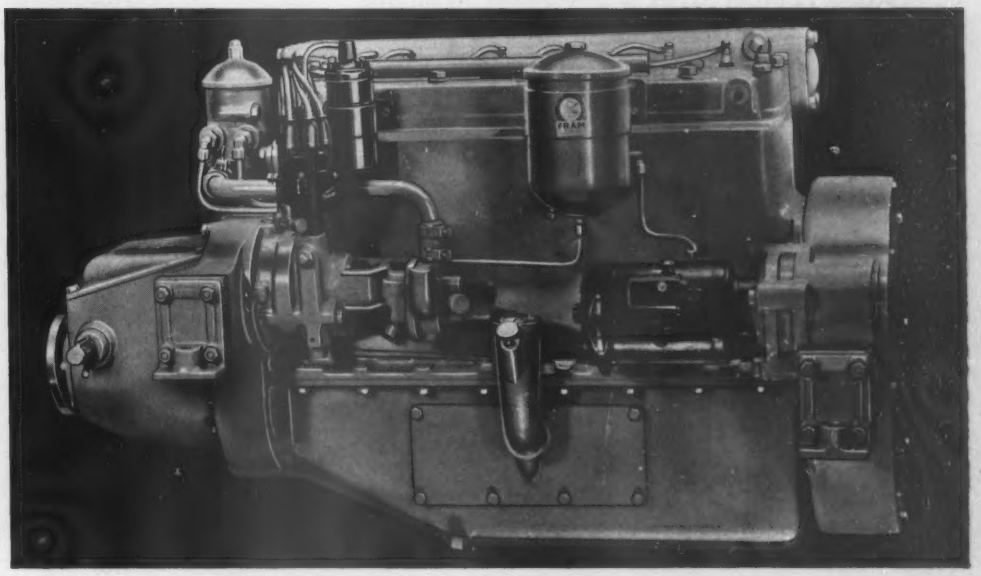
There are also two new engines shown in the gasoline line. The smaller of these is a "four," numbered HM-217, which, as the model number suggests, has a piston displacement of 217 cubic inches. The bore and stroke are $3\frac{13}{16}''$ by $4\frac{1}{2}''$. The other new model is the 6-cylinder HM-326, $3\frac{3}{4}''$ by $4\frac{1}{2}''$. The remaining gasoline engine on display is the 6-cylinder LM-525, measuring $4\frac{1}{2}''$ by $5\frac{1}{2}''$ bore and stroke, whose pistons displace 525 cubic inches.

Hall-Scott Features "Defender"

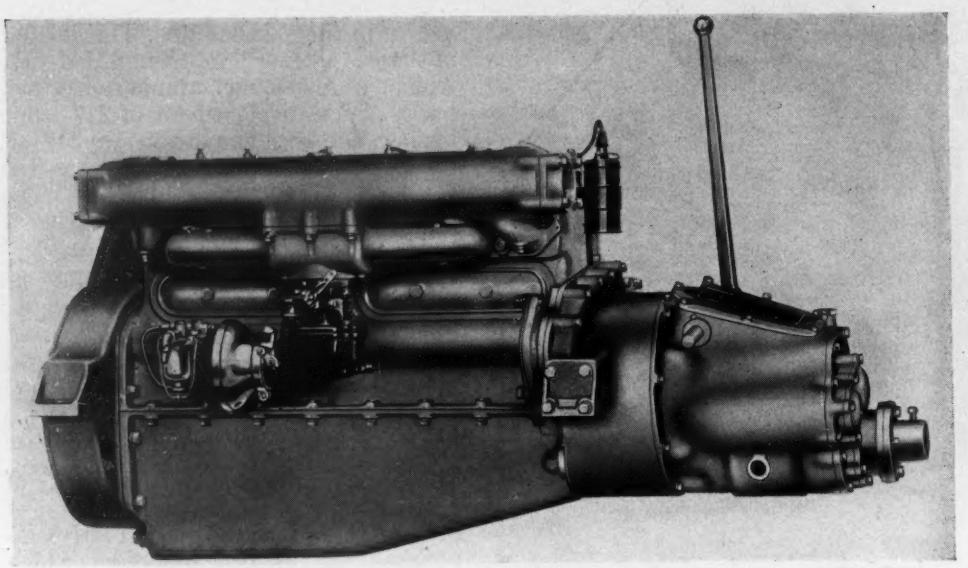
The Hall-Scott Motor Car Co., of Berkeley, Calif., is displaying seven of its marine motors and particularly emphasizing its new Defender model which is seen for the first time. The Defender is a 12-cylinder 575 hp. engine of the "V" type, built on the basic design of the Hall-Scott 6-cylinder 275 hp. Invader, which has forged to a prominent position in the marine world since its introduction eight years ago.

While the field for the 575 hp. Defender motor is naturally limited, the makers have produced it in recognition of a need for an engine of this size that is rugged, modern, and developed solely for marine use. The specifications are as follows: $5\frac{1}{2}$-inch bore by 7-inch stroke, 1998 cubic-inch piston displacement, and rated at 575 hp. at 2100 r.p.m. The motor can be supplied as a direct-drive engine for high speed commuters or with reduction gears so that the naval architect may be able to select an efficient propeller for yachts up to 100 feet in length. It is especially adaptable to commuters because of its relatively light weight and its ability to stand up under hard service.

Three models of the Invader are shown, comprising one with reduction gear, in addition to a medium duty type developing 180–200 hp. at 1500–1700 r.p.m., and the direct-drive Invader, developing 275 hp. at 2100 r.p.m. The Invader has given an exceptionally good account of itself in many types



The Scripps Series 90, a 6-cylinder engine with a piston displacement of 221 cubic inches. Comes in high and medium speed models



The Kermath Sea Queen, equipped with Upton reduction gear now built in the larger sizes

of installation — cruisers, motor yachts, commuters, runabouts, general utility boats and commercial vessels.

Also to be seen at the Show is the Hall-Scott Model 230 Explorer, a 998-cubic-inch piston displacement job of 5½ by 7-inch bore and stroke, equipped with a 3:1 reduction gear of the selective type. This engine is used in heavier yachts and as auxiliary power for the heavier types of sailing vessels.

On exhibition also are the Navigator II, a 100 hp. engine with reduction gear, and the Fisher, Jr., a smaller, heavy duty 4-cylinder engine. Both of these engines are suitable for small work boats and for auxiliary use as well as for motor yachts.

Kermath Sea Farer Special is Distinctive

The Sea Farer Special, exhibited by the Kermath Manufacturing Co., of Detroit, is interesting not only because it is a brand new model of this well-known line but because on the model displayed at the Palace is seen the fresh water cooling system designed and developed by Kermath especially to United States Coast Guard specifications. Features of the fresh water heating system are the raw water pump, the heat exchanger, thermostatic valves, a fresh water strainer and a fresh water supply tank which is incorporated with the oil reservoir.

This new motor is a high speed model with a normal rating of 200 hp. at 2400 r.p.m. Of the L-head type, it has a bore of 5 inches and a stroke of 5¾ inches with a cubic inch piston displacement of 678. Dual Stromberg carburetors are standard equipment as are two separate ignition systems on the engines supplied for the Coast Guard. A special magneto with automatic advance is an entirely new development.

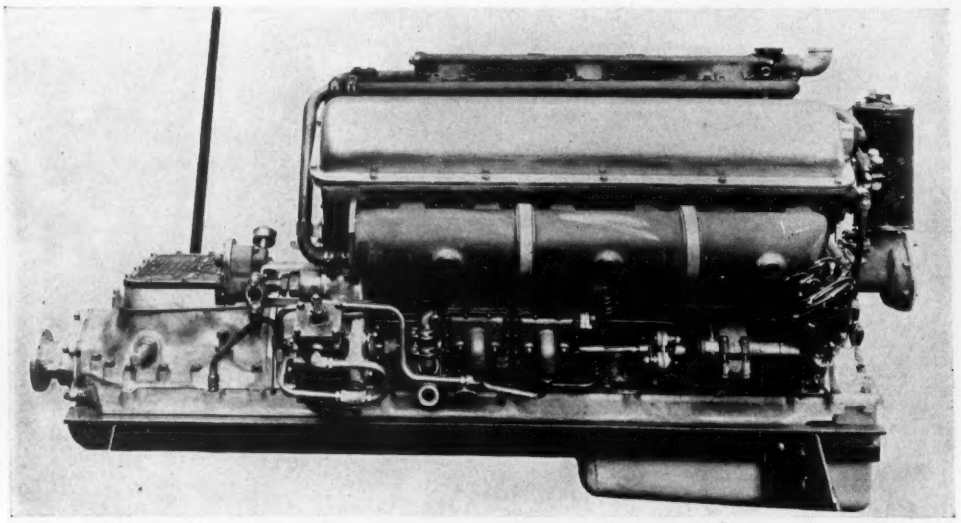
Another 1939 development of the Kermath concern is the model RUA Upton reverse and reduction gear, a larger size for use on Kermath Sea Captain, Sea King, Sea Farer, and Sea Wolf gasoline models and for the Kermath Diesel 6–474 and the 6–707. Success of the smaller Upton gears created a demand for the larger units and now, with two exceptions, the Sea Cub and the Sea Bird models, all Kermath motors may be fitted with Upton reverse and reduction gears.

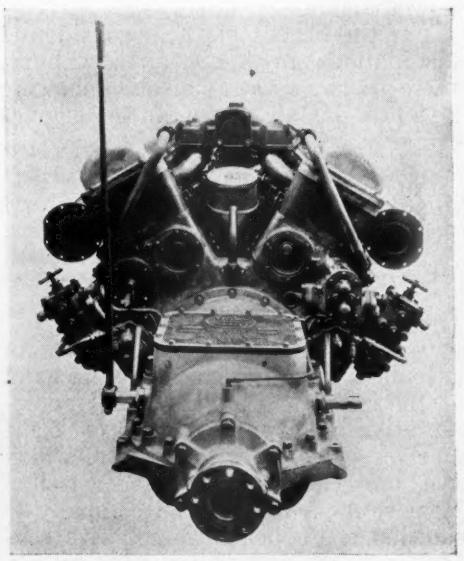
An increase in manufacturing facilities available in the Upton Gear Division have made this unit available to other motor manufacturers.

Among the standard Kermath features are chrome nickel engine blocks, scientific porting for stepped-up power, newly designed water pumps for extra long wear and positive cooling, the Kermath Temperator to assure maximum motor efficiency in all waters, aircraft rubber mountings, non-drip carburetors, oil filters, specially hardened, seven bearing crankshafts, etc.

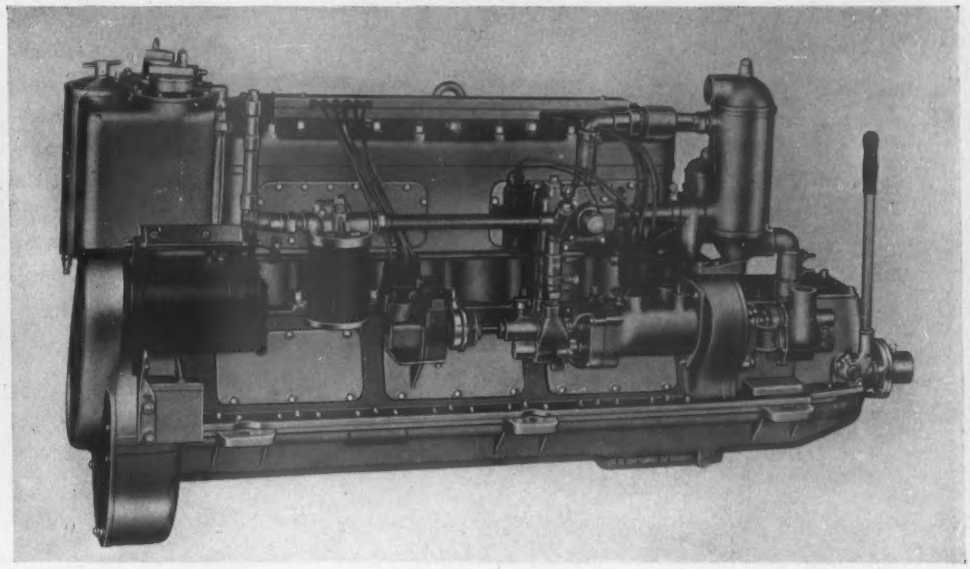
Use of the Kermath Temperator, which appeared first in the larger and costlier engines, has been extended throughout the line. The equipment is simple in operation, engine temperatures being raised to the efficient point by recirculating hot water through the engine rather than by reducing the supply of cold water. The Temperator valve is so proportioned and arranged that if the cylinder head water outlet temperature is set at 150° at wide open throttle, the same setting automatically increases the temperature to approximately 180° when the engine is running under reduced throttle, a condition in which proper carburetion is aided by the additional heat. Immediately responsive, however, the cylinder head water outlet temperature drops to 150° when the engine is accelerated.

As in the past, Kermath offers a comprehensive output, embracing twenty-five models which range from the 8–10 hp. heavy duty twin to the 450 hp. high speed "twelve" in the gasoline line, and four Diesels.





Hall-Scott features the new 12-cylinder "V" type Defender model. 575 hp. on 3500 lbs. weight



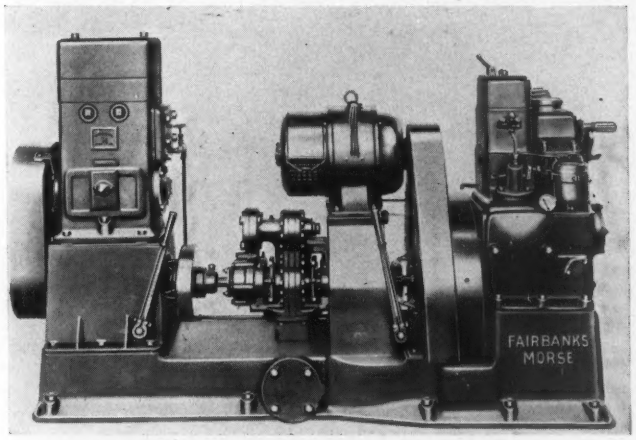
The Kermath Sea Farer special model, equipped with fresh water cooling

Fairbanks-Morse

In Block H on the main floor, the central feature of the Fairbanks-Morse exhibit is a 6-cylinder 8¾ by 10½-inch Model 35-E direct reversible Diesel marine engine. This unit, rated at 180 hp. at a speed of 450 r.p.m., represents a series of which hundreds of thousands of horse power have been sold for operating fishing vessels, tugs, river craft, tankers, yachts, etc. Great simplicity of design has contributed to its success, as it is of the airless injection 2-cycle type with a minimum number of moving parts.

From the original design the engine has gone through successive detailed improvements, the latest of which included the development of the back-flow principle of scavenging. This feature, together with improvement of injection and combustion, has made possible an enviably low fuel consumption. The fuel injection system utilizes extremely simple spring-loaded differential spray valves and cam-operated fuel pumps which inject a fine spray of fuel directly into the open combustion space. Injection pumps, one for each cylinder, are located on a deck which forms the floor of an auxiliary fuel reservoir which is kept filled by an auxiliary fuel pump also located on this deck. All pumps are thus submerged in the fuel oil, an arrangement which eliminates entrapped air as well as all piping to the pumps. One fuel suction line and one return line may therefore serve any number of cylinders.

In addition to the Model 35 engine, Fairbanks-Morse exhibits the following 4-cycle marine modifications: An 8-cylinder 8 by 10½-inch propulsion en-engine with reduction gear; a 6-cylinder 4¼ by 6-inch propulsion engine with reverse and reduction gear; a 4-cylinder 4¼ by 6-inch 125-volt Diesel-driven generating unit, and an auxiliary set consisting of a single-cylinder 4¼ by 6-inch Diesel arranged to drive an air compressor, general service pump and generator, all mounted on a single base.



Fairbanks-Morse auxiliary Diesel generating set, at right. Below is the Model 36 Fairbanks-Morse Diesel. This is a 6-cylinder engine

Lehman Shows Conversions

A new and improved conversion of a Ford V-8 motor is being shown by the Lehman Engineering Company, of Newark, N. J., among other exhibits of Mercury and Zephyr engines converted for marine service.

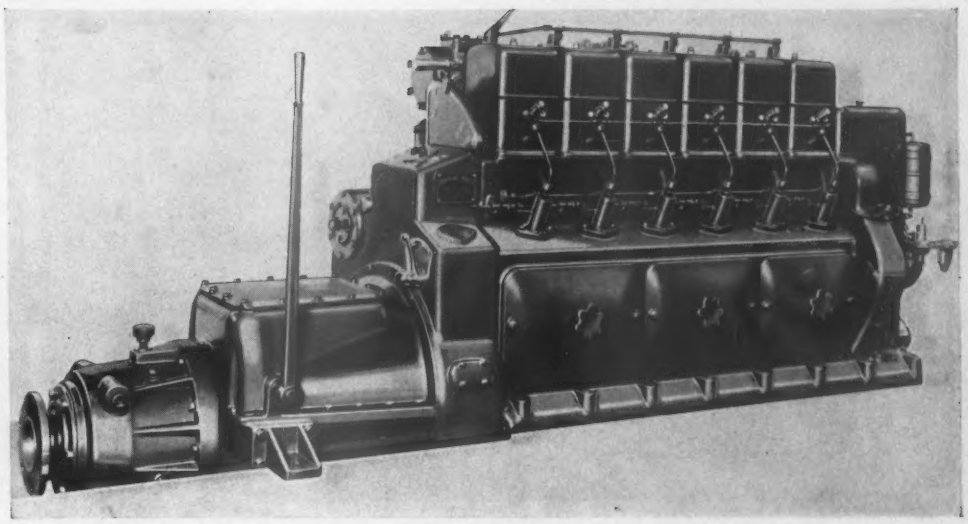
On the Ford engine, a new self-primed centrifugal type pump is being used in place of the rotary pumps formerly used. Belt drives and all exposed moving parts have been eliminated. A temperature control unit automatically shuts off the motor in case the water temperature goes above 204°. There is also a new type intake manifold which lowers the height of the engine almost 12 inches.

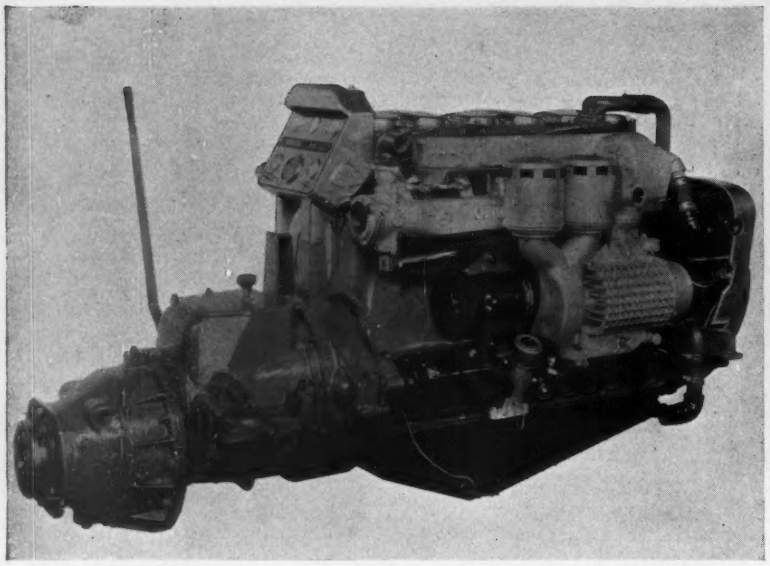
The above features are also available in the Mercury conversion while the Zephyr engine features a built-in fresh water cooling system.

Waukesha-Hesselman Engines

The Waukesha Motor Co., of Waukesha, Wis., has returned to the marine field after several years' concentration on truck and tractor engines with a new line of spark-ignition oil-burning marine engines which combines many advantages of both Diesel and gasoline types of service. The first of the series, called the Wanderer, is being exhibited at the Palace — a 6-cylinder unit of 7″ by 8½″ bore and stroke, which develops its maximum 215 hp. at 1050 r.p.m.

The Wanderer operates on the Hesselman principle — that is, it injects fuel solidly with conventional pump and injector nozzles, but ignites the fuel with spark plugs. Advantages claimed for this principle are easier starting, reduced pressures, with less strain and shock to parts and consequent reduction and simplification of overhaul operations.





The supercharged Cummins Diesel, a 6-cylinder engine designed especially for marine service. The compact supercharger located at the right front boosts the output to 200 hp. The engine weighs 2500 pounds, complete

Besides including the advantages of the Hesselman type of oil engine, the Wanderer incorporates many design features of importance in marine service. Starting with the wide flanged marine type oil pan, rigidly braced by cross ribs, each detail has been built to give this engine great ruggedness and stamina. The crankcase is a single gray iron casting integral with the heater jacket of the cylinder block. The crankshaft is a heat-treated forging having seven bearings nearly four inches in diameter, ground and polished and running in steel-backed, babbitt-lined shells. Contributing to easy maintenance are the removable wet sleeve cylinders of Waukesha molychrome alloy iron which has great hardness as well as the toughness and stability required for precision machining. The sleeves can be pressed from the case and replaced with a minimum of labor.

Suitable fuel is readily found for the Wanderer and in an emergency it will even operate on gasoline mixed with a little lubricating oil.

In addition, a smaller engine is shown, representative of the Defender and the Resolute, 6-cylinder engines of 6½" stroke. The smaller is of 5¾" bore and 130–160 hp. rating and the larger of 6¼" bore, rated 150–180 hp. at 1600 r.p.m.

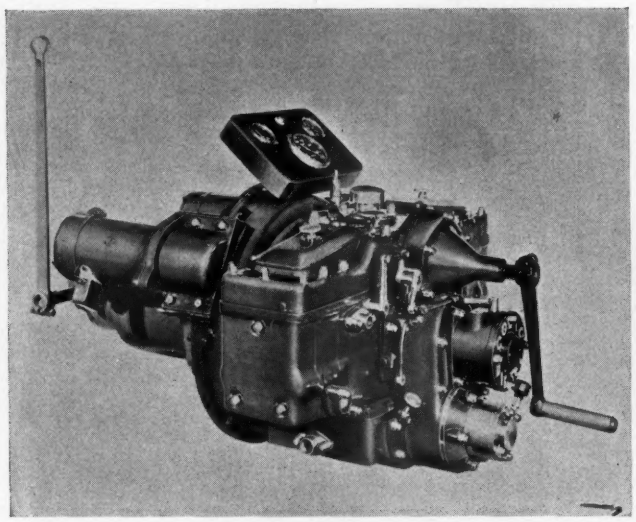
Cummins Has Supercharged Diesel Engine

The Cummins Engine Co., of Columbus, Ind., is showing, in addition to its 225 hp. LMR engine and the new Model AMR engines in 4- and 6-cylinder sizes, a new HMR-6 supercharged Diesel for marine service. This unit, as shown, weighs 2500 pounds complete, including the weight of its reverse and reduction gear, and alone weighs 2000 pounds. As it produces 200 hp. at the standard engine speed (1800 r.p.m.) it weighs only ten pounds per horse power.

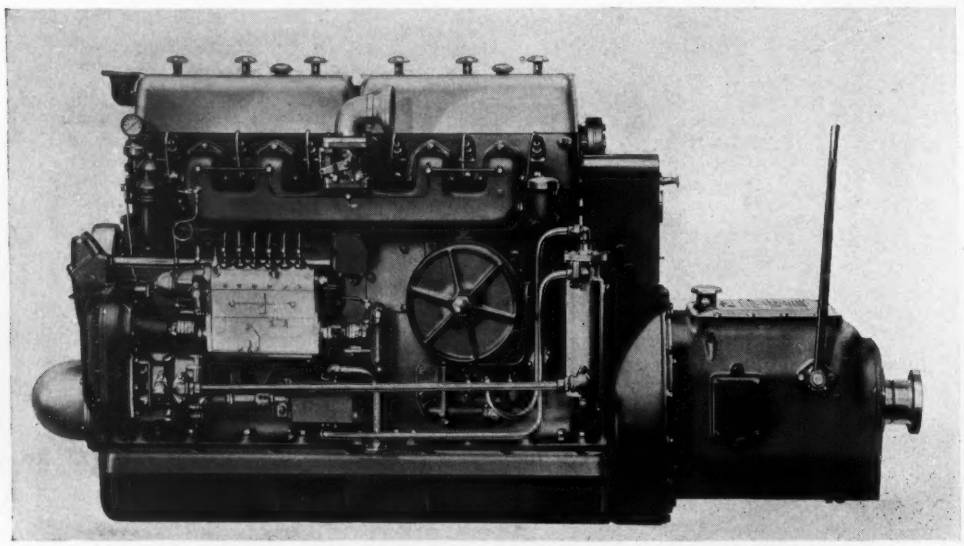
Peak pressure in each cylinder of this supercharged Diesel is not much greater than that developed in the standard Model H engine because the compression ratio has been somewhat reduced. At first glance it would seem that reducing the compression ratio might defeat the purpose of getting more power from the engine. But, as the Cummins engineers point out, the principle of the supercharged engine being, fundamentally, to put more air into each cylinder, it is possible to burn more fuel on each power stroke and so increase the mean effective pressure or the average "push" of the piston during its power stroke. The supercharged Cummins Diesel has approximately seven or eight pounds of air in each cylinder at the start of the compression stroke, whereas unsupercharged engines of all types are likely to have negative pressure or a slight vacuum at this phase of the cycle. A feature of the supercharging unit is its manner of being driven by belt through a slip clutch from the forward end of the engine, thus preventing the impulses from the supercharger from reacting on the shafts or gearing of the engine proper.

In recent exhaustive tests of this Cummins Diesel, quiet, smooth running, clean exhausts at all loads and speeds, and cold starting on Diesel fuel were particularly noticeable. No special starting equipment is needed other than the standard electric starter used on all unsupercharged Cummins Diesels of this model. Like all other Cummins Diesels, the new model employs a system wherein a low pressure pump accurately meters and delivers the fuel to the cylinder where it is gasified and progressively injected during the power stroke. It is said that this gives more power, smoother running, longer life.

Right, the Type T-2-ME Covic Diesel, complete with electric starter and generator. It is a light weight model developing 20 horse power



The Wanderer, a Hesselman type of oil engine built by the Waukesha Motor Co., is a 6-cylinder 7" by 8½" engine developing 215 hp.



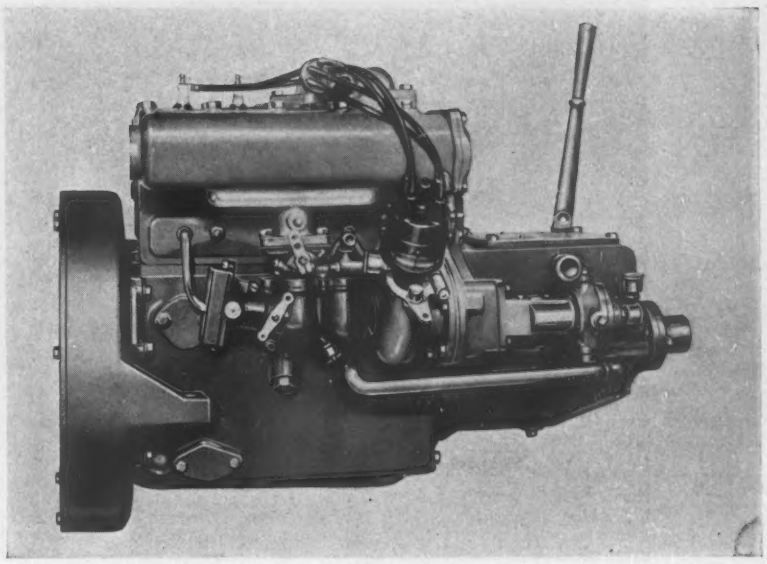
The New Covic Diesel

Exhibited for the first time at the Show is the new American-built Covic Diesel, a two-cylinder horizontal opposed engine which has been in production since early fall by the Northill Company, Inc., of Los Angeles. The display includes the Type T-2-M, a 20 hp. hand starting model; Type T-2-ME, the same engine equipped with starter and generator; and type T-2-GDC, a complete generator plant for marine service. All models are complete units with optional 2:1 or 3:1 reduction gears, fuel oil filters, full range governor, etc.

The center of interest in the Covic exhibit is an unusually light weight model. This engine, complete with electric starter and generator, reduction gear and fresh water cooling system, weighs less than 450 pounds, giving a ratio of only 22½ pounds per horse power. Small size is another feature of the Covic, whose over all length, including reverse gear, is only 38 inches and whose height is 19½ inches to a width of 30⅝ inches.

The Covic is a full Diesel without glow plugs or gasoline priming. Because of a simple de-compressor that lifts the exhaust valves for cranking, it is easily started by hand. The American models follow exactly the simple design of the parent British engine, which is in use in the British and French navies, fishing fleets, and commercial and pleasure boats. Because of its vibration-free pancake design, it is unnecessary to use damping equipment either with propulsion engines or the generating sets. Smoothness of running is also imparted by the method of mounting the crankshaft which turns in two oversize roller bearings and a large, single-row ball thrust bearing. Connecting rod bearings are needle type rollers.

Several of these motors are in use on the Pacific Coast where they are reported to have given extreme satisfaction in motor boats up to 30 feet and in auxiliaries up to 50 feet and as complete generator sets.



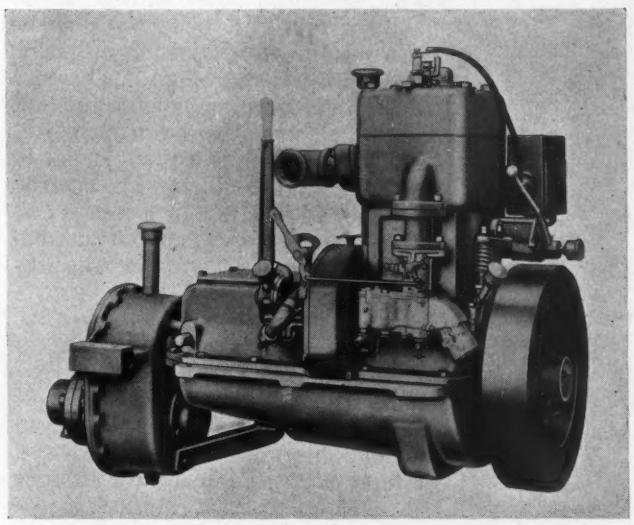
The Red Wing Meteor is a compact 4-cylinder engine designed for use in comparatively small craft. It develops from 7 to 18 hp. and its weight, with iron base, is 258 pounds. With aluminum alloy castings, the weight is brought down to 225 pounds, complete

Red Wing Features New Inboard

A new light weight 4-cylinder Red Wing marine engine is the focal center of the display of the Red Wing Motor Co., of Red Wing, Minn. This new engine, termed the Meteor, is rated at 7 to 18 hp. with a cylinder bore of 2½ by 3⅛ inches, and its normal speed range runs from 1000 to 2800 r.p.m. A permissible speed for steady service is 2400 r.p.m., at which speed 17 hp. is delivered.

The Meteor was designed especially for inboard use in smaller craft. An outstanding feature is its light weight. Even with the regular gray iron castings, it weighs only 258 pounds, while with aluminum alloy castings the weight is brought down to 225 pounds, complete with salt water equipment, electric starting systems and built-in Paragon reverse gear. The direct drive model of the Meteor measures only 27⅝ inches over all, while with the Paragon reduction gear as an integral unit the greatest length is 31 7/16 inches.

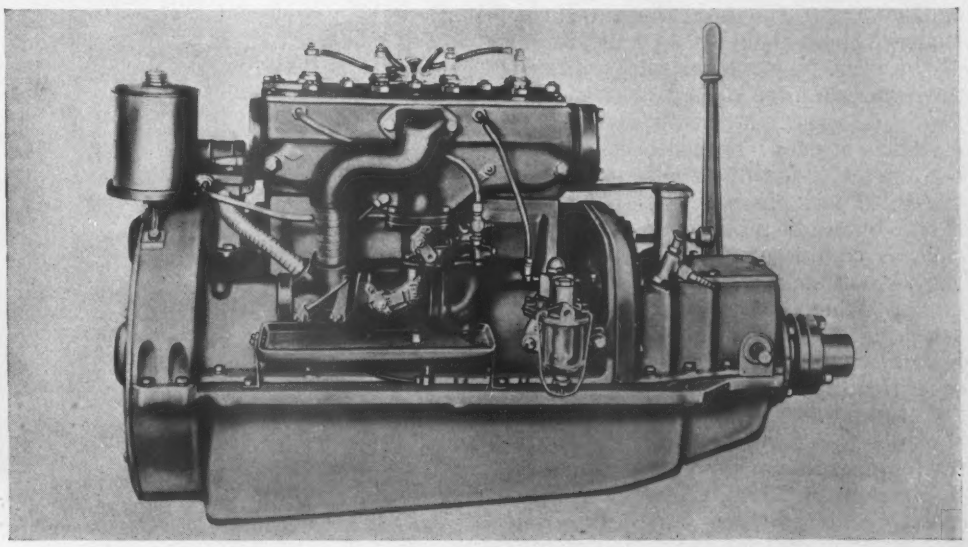
Representative models of Red Wing engines from 4 to 125 hp. are also shown, as well as models of the Red Wing-Waukesha Hesselman low pressure fuel oil engines. Two full Diesel Red Wings are included in the display, which is the most outstanding ever offered by this manufacturer.



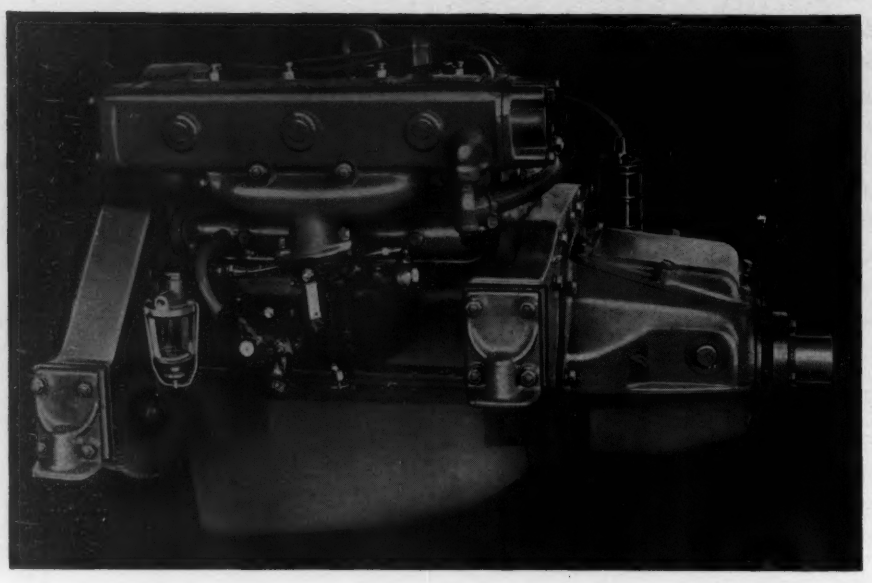
Left, Universal Motor Corporation exhibits its Fisherman, with reduction gear. Model WMGR develops 8 horse power at 1200 r.p.m.

Universal Presents Wide Range

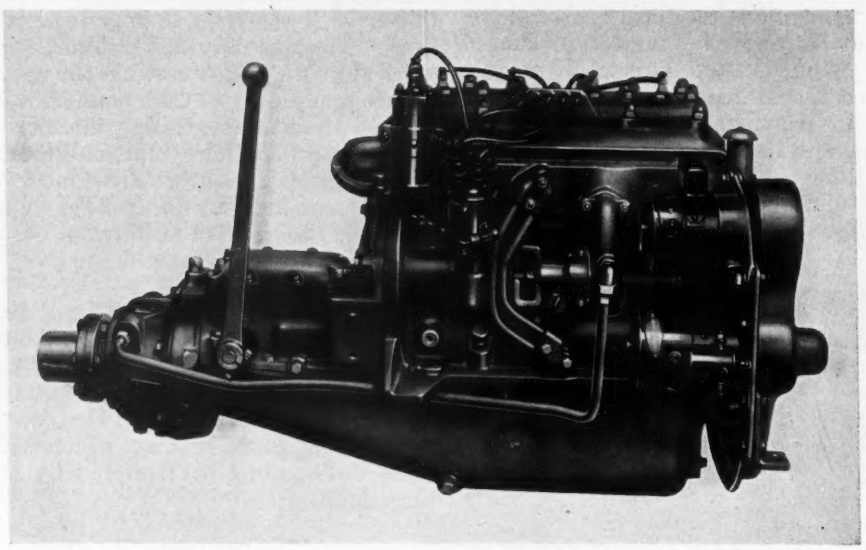
Nine series of models manufactured by the Universal Motor Co., of Oshkosh, Wis., offer a total of forty-eight motors ranging from 5 to 110 hp. and capable of powering all types and sizes of boats up to 70 feet. The motors, which appear



Universal shows a new line of engines which burn a wide variety of fuels. This is the Utility Four of this series, a trim 19 hp. marine motor



Model BA is the smallest and most economical of the Chris-Craft line of engines. It is of the L-head type and develops 60 hp. at 3200 r.p.m.



The 4–58 D Lycoming marine engine is the smallest in the line. With a piston displacement of 134 cubic inches, it develops 58 hp. at 3400 r.p.m. Special manifold and cylinder head design insures power and economy. Below is the 8–165, another Lycoming model

this year in a distinctive new shade of green, comprise the Single-Cylinder Fisherman, the Blue Jacket Twin, the Utility Four, the Flexifour, the Superfour, the Blue Jacket Racer, the Blue Jacket All American Six, the Cruiser Six, and the Cruiser Eight.

Universal has incorporated new and tested improvements in design and construction throughout the year rather than withhold them until the beginning of the year. New and attractive instrument panels have been added and are furnished as standard equipment on all electric starter models. Aluminum equipment, offering approximately a one-third reduction in weight, is optional on most models at small extra cost. A complete new line of fuel oil-kerosene models has been added. These models, which range from 5 to 28 hp., are designed rather than converted for burning fuel oil or kerosene, and burn an exceptionally wide range of fuels. An "air temperator," an exclusive feature, controls heat furnished to the carburetor for smooth continuous performance.

The popular 25 hp. Utility Four model with reduction gear has been shortened, making it remarkably compact and trim. A new motor with reduction gear has been added to the single-cylinder Fisherman series, broadening the application for this model. A new Cruiser Eight motor developing 110 hp. has also been added.

An approved type of flame arrester is now standard equipment on all Universal models, and all-brass carburetors are available at a slight extra cost for use in localities where protection against salt water corrosion is desirable. Many important improvements have also been effected in the Universal marine light and power plant line. Models range from 400 watts to 50 kw., and are available in gasoline, fuel oil and Diesel series.

Chris-Craft Engines

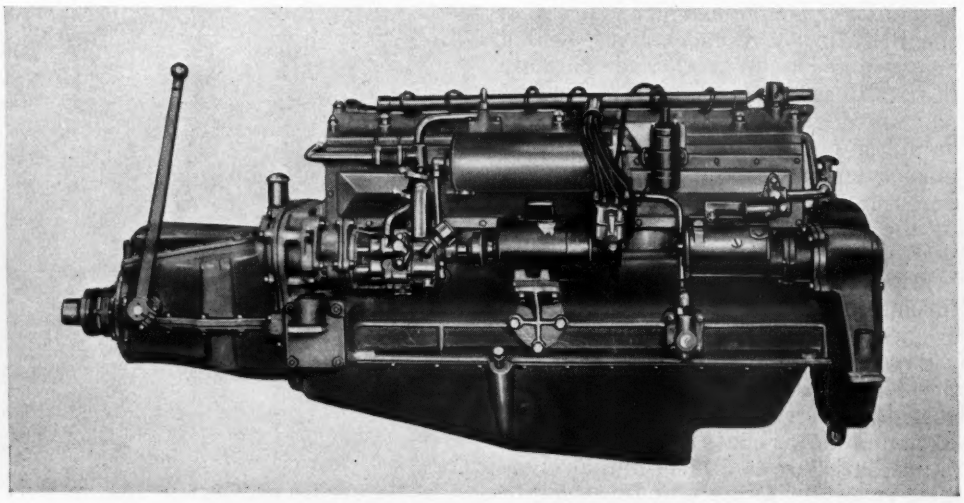
The Marine Engine Division of the Chris-Craft Corporation, of Algonac, Mich., is exhibiting several of its new 1939 marine engines.

Certain features common to all of these engines are of particular interest, such as: oversize ball and roller bearings on reverse gears; reverse gears built as an integral part of the engines and easily removable; speed or reduction drives available for "fours" and "sixes"; up-draft marine carburetors of the safety non-drip type with flame arresters and crankcase ventilators; mechanical type diaphragm fuel pump which is self-priming, self-regulated, and equipped with gas strainers; etc.

Model BA engine is a price leader in the new line, developing 60 hp. at 3200 r.p.m., with 132.7 cubic inch piston displacement. It features economy and is particularly adaptable for small runabouts and utility boats.

Model KA develops 85 hp. at 3200 r.p.m., with a piston displacement of 221.4 cubic inches.

Model A-120 engines of the V-eight type were first built in 1928 for use in fast runabouts and express cruisers. They have been redesigned for 1939 to develop 275 hp. at 2200 r.p.m. A three-bearing crankshaft is statically and



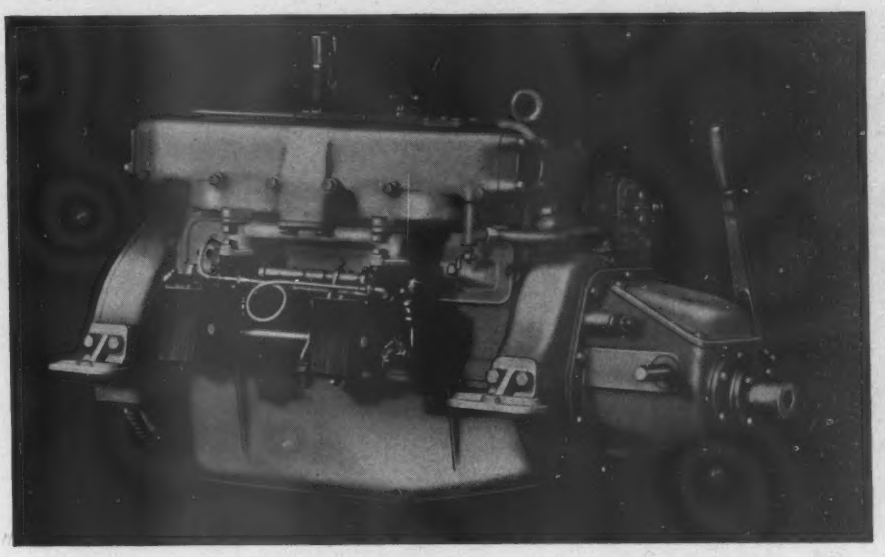
dynamically balanced and drilled for full forced lubrication. Standard rotation is for a right hand propeller, but they are available with opposite rotation for twin screw installation. In addition to the standard A-120, a new racing model is available, developing over 350 hp.

Other new Chris-Craft models include "fours" and "sixes," suitable for installation in cruisers and runabouts.

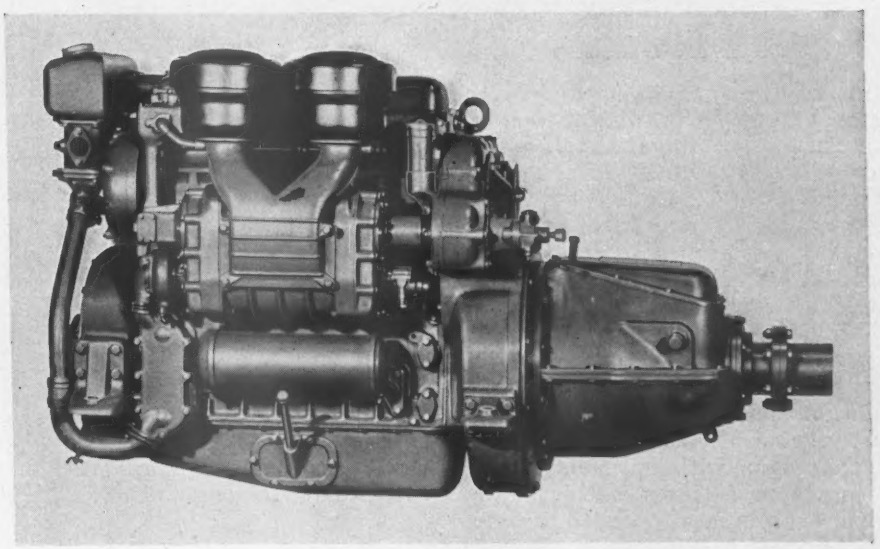
Gray Gasoline and Diesel Engines

Featured among the exhibits of the Gray Marine Motor Co., of Detroit, Mich., are representative models of the famous Phantom series of high speed gasoline engines for cruisers and runabouts, and the new Gray marine Diesels, developed and built by General Motors and adapted and equipped for marine use by Gray. There are also 4-, 6-, and 8-cylinder gasoline engines for medium and heavy duty service. For *bona fide* racing, Gray builds to order a 225-cubic-inch "Fireball" engine, developing up to 184 hp. at 5000 r.p.m. for Division I of that class. Also, there is a 244-cubic-inch Fireball developing up to 192 hp. for International 4-Litre racing, and a 4-cylinder racing engine developing up to 56 hp. for the 91-cubic-inch class.

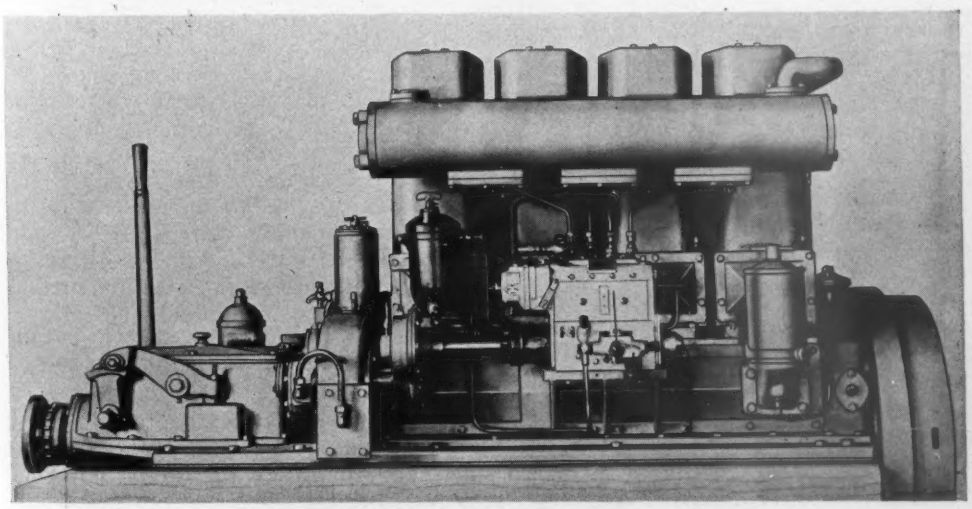
Every gasoline engine in the Gray line now has the exclusive Gray individual porting and manifolding design, and other well-known features such as self-adjusting oil seals, shell type anti-friction bearings, and pressure lubricated tappets. New features for this year's production include improved water pumps and a new location of the distributor on the gear case housing. This was available for a few models in 1938, and is now extended to other models, providing an independent drive without increasing engine heights. In the design of every model, water-jacketing is provided all around every cylinder bore, insuring even expansion, reducing piston wear and oil consumption, and preserving the roundness of the cylinder walls. An extra generator in various sizes is available for each model, and the usual options of speed range, mounting centers, ignition combinations, base depth, and extra equipment.



The Gray Phantom Six-103, rated 103 hp. at 3600 revolutions, is designed to be installed in runabouts and hydroplanes. It has two updraft carburetors

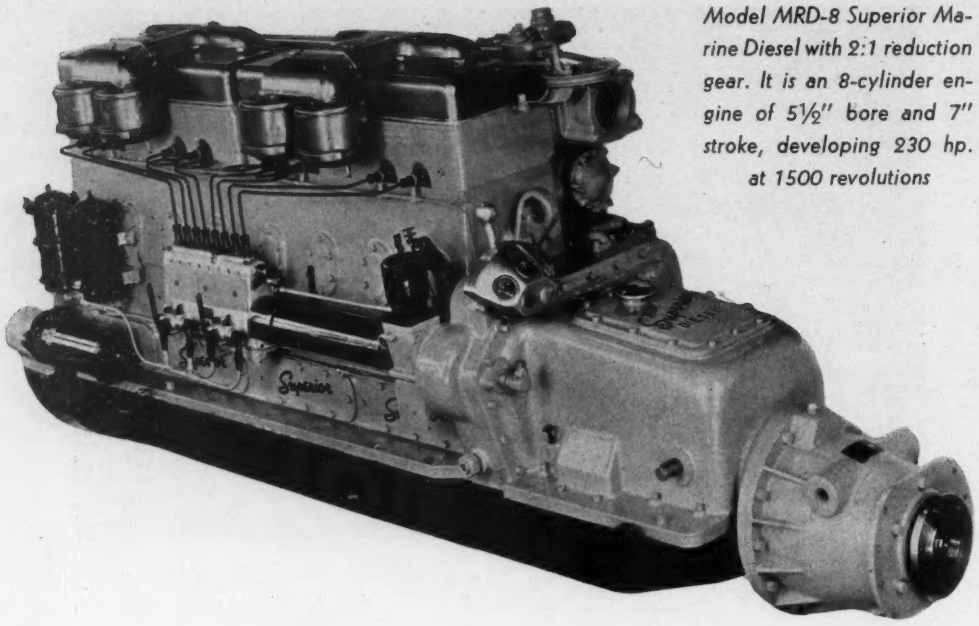


The Gray Marine Diesel, arranged for direct drive and as the starboard engine of a pair. The fresh water cooling system is shown, as are the oil-cooler, and both water pumps. It develops 110 hp. and weighs 1900 pounds. Below is the new Diesel engine developed by Lathrop Engine Co.



The new Diesels, which went into production early in 1938, are available in four sizes. The smallest of these, which is offered for the first time at the New York Show, is a single-cylinder unit. Next is a 3-cylinder model weighing about 1650 pounds which develops 82 hp., and the size next larger is a "four" weighing 1900 pounds and rated at 110 hp. Finally comes the 6-cylinder model developing 165 hp. and weighing 2250 pounds. In all of these Diesels the cylinders are the same, each cylinder having a displacement of 71 cubic inches, and all motors developing their rated power at 2000 r.p.m.

Inasmuch as Gray Diesels are of the 2-cycle type, with every downward stroke of the piston a working stroke, only half the number of cylinders, the builders declare, is needed for the amount of work delivered by a 4-cycle motor of equal cylinder dimensions. The compactness so achieved makes them applicable to many boats which could not otherwise use Diesel power.



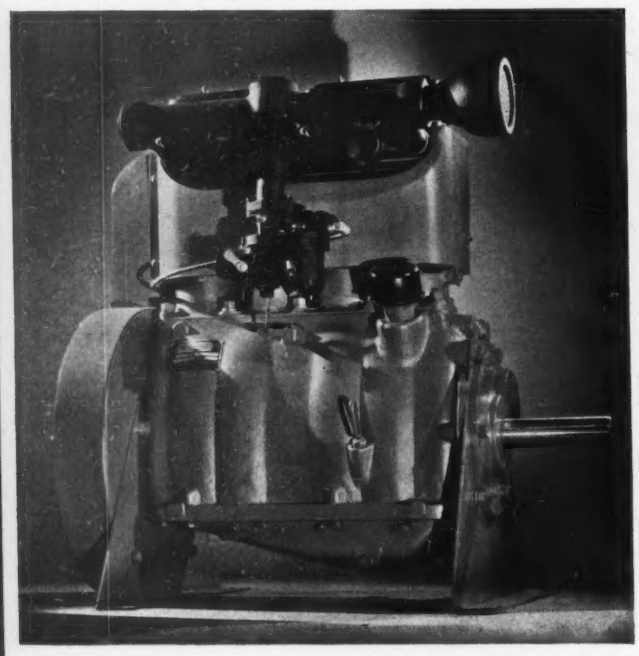
Model MRD-8 Superior Marine Diesel with 2:1 reduction gear. It is an 8-cylinder engine of 5½" bore and 7" stroke, developing 230 hp. at 1500 revolutions

Superior Diesel

Superior Diesels, manufactured by the National Supply Co., of Philadelphia, again occupy a prominent place on the main floor of the Show, and this year the highlight of the exhibit is a pair of new 8-cylinder 5½ by 7-inch Model D engines which are constructed to develop 230 hp. each at a speed of 1500 r.p.m. The introduction of the 6-cylinder Model D Superior at last year's Show was indicative of this company's progress in the marine field, and it is significant that several of the fine yachts of last year's construction were powered with this engine with marked success.

Several new features of this line of marine engines are revealed in this year's exhibit, including a built-in fresh water cooling system of simple design which is applicable to all models. This is shown on the Model MA-8 8-cylinder which is designed to develop 150 hp. at a speed of 1800 revolutions. To satisfy the continued public interest in the interior construction of Diesel engines, a cutaway Model MRA-6 engine is shown. The simplicity of Superior's design, its accessibility and its rugged construction are clearly revealed in this interesting exhibit.

Illustrative of the application of Superior Diesels to the marine auxiliary field is the exhibition of a 4-cylinder Model GA-4, 20 kw. Diesel-electric power unit. The outstanding feature of this unit is its compact construction, which permits its installation in a limited space. This compactness is attained by use of a generator of the single-bearing type close-coupled to the engine shaft and mounted on an extension of the engine base.



This engine is typical of the "fours" built by the Wisconsin Motor Corporation. Their ratings vary from 8½ to 35 horse power

Lycoming Adds a New Racing "Four"

The Lycoming Manufacturing Co., of Williamsport, Pa., is calling attention to a new 4-cylinder racing engine of the 135-cubic-inch class which has just been added to its comprehensive line of 4-, 6-, 8-, and 12-cylinder engines; and is also exhibiting in its space on the mezzanine floor a new featherweight aviation motor which should prove of great interest to all yachtsmen who are interested in flying.

The new marine model is known as Model 4–60. It is made from the same block as the Model 4–58, developing 58 hp. at 3400 r.p.m., but has many special high-output features incorporated in it to insure maximum power development at high engine speeds. The Model 4–58, with 3 5/16 by 3⅞-inch bore and stroke, is the smallest engine in the line, with a total displacement of 134 cubic inches. Also shown is the Model 6–95, a 6-cylinder standard unit with 3 5/32 by 4¾-inch bore and stroke, which develops a top power of 95 hp. at 3400 r.p.m.

Model 6–175 appears without major changes in design or construction and continues to be one of the finest racing engines of the 225-cubic-inch class. The two Lycoming "eights" are shown, one Model 8–125, with cylinder dimensions of 3 5/32 by 4¼ inches, and the other Model 8–165, 3¾ by 4¾ inches, which develops its 165 hp. at 3200 r.p.m. and is a ruggedly built engine designed for continuous duty in large runabouts and cruisers.

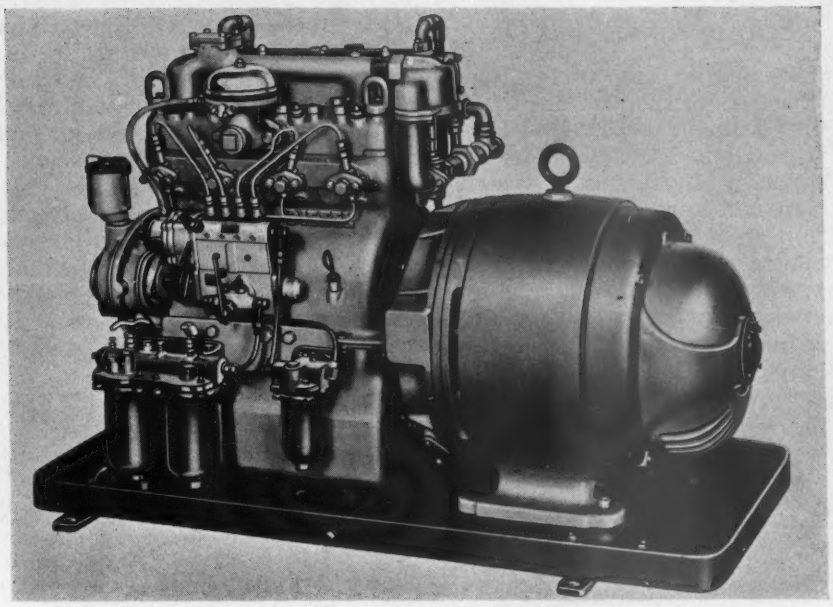
Largest in the Lycoming line is the Model 12–325, a 12-cylinder job of 1010-cubic-inch piston displacement with 4¾ by 4¾-inch bore and stroke. This motor is described by the makers as a truly custom-made product, operating with smooth and noiseless regularity.

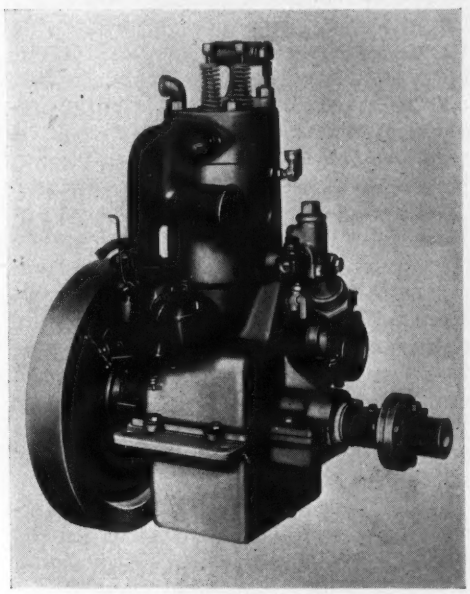
As characteristic of all the models of the Lycoming line may be mentioned the feature of their design whereby the incoming circulation water is directed to the valve seats to insure proper cooling at these points, without over-cooling the cylinder barrels. All engines have complete forced draft crankcase ventilation, and marine type carburetors are supplied throughout. Both of the 8-cylinder models are supplied with vibration dampers on the crankshafts to insure smooth operation at all speeds.

Lathrop Shows New Diesel

Prominent in the display of the Lathrop Engine Co., of Mystic, Conn., is a new 4-cylinder engine of the full Diesel type with mechanical injection. The Bosch injection system is employed, a normal compression pressure of about 450 pounds being developed. With its bore of 5½ inches and its stroke of 7 inches, the engine develops, when turned at 800 revolutions, 50 hp., with a brake mean effective pressure of 75 pounds. As the engine is strictly a marine unit, the approximate weight is 2960 pounds, no effort having been made to reduce weight below that necessary for a wide safety margin.

In addition to the Diesel engine, the Lathrop display this year consists of two 6-cylinder Mystic model engines, one a Type 125 and the other a Type 175; one 75 hp. Engineers' model engine, one 40 hp. 4-cylinder Standard model engine, one 6-cylinder LH-6, one 4-cylinder LH-OC4 engine, and one 4-cylinder LH-4. At the last moment before moving to the Show, the makers were undecided about including one of their little one-cylinder 2-cycle engines, but had about concluded to do so because of the favorable impression that such an exhibit made last year when it attracted many old friends from the crowd of passers-by.





A 4-cylinder Diesel generating set by the United States Motor Corporation. At the left is the Falcon 5, a heavy duty single by the same manufacturer

Details of the 4-cycle gasoline engines on display are as follows: The Type 125 Mystic model has cylinder dimensions of 4¾ by 5½ inches, and a power output ranging from 80 hp. at 1100 r.p.m. to 115 hp. at 1625. The Type 175, with 5¾ by 6½-inch bore and stroke, develops 125–175 hp. in a speed range of 1030 to 1500 r.p.m. The 75 hp. Engineers' model is a somewhat heavier model with four cylinders of 6 by 7-inch bore and stroke, developing up to 83 hp. at 1000 r.p.m., while the 40 hp. 4-cylinder Standard model, with 5½ by 6½-inch cylinder dimensions, operates at an effective slow speed range of 350 to 710 r.p.m. The LH-4, LH-6, and LH-OC4 models are compact marine conversions of bare engines manufactured by the Hercules Motor Corp., and, operating at speeds up to 2200 r.p.m., are primarily intended for runabout and cruiser use. The regular rotation of the LH-4 and LH-6 models is for right hand propellers, while that of the LH-OC4 is for left hand propellers. However, for twin screw installation, engines of opposite rotation can be furnished.

U. S. Falcons and "Floating" Electric Units

In Space Y, on the mezzanine, the United States Motors Corp., of Oshkosh, Wis., is displaying a wide array of one- and two-cylinder marine engines and a complete line of "Floating" marine electric plants. In its space on the third floor the Smith-Meeker Engineering Co., United States Motors' New York distributor, is also displaying U. S. "floating" marine electric plants.

At last year's Show, U. S. Motors introduced a line of air-cooled marine engines in sizes of 1, 2½ and 5 hp., along with a corresponding line of water-cooled models. A greater preference being shown for the latter, they have been further developed and refined. They are available either as direct drive models, or with clutch, reversed gear and reduction gear.

An item of primary interest in Booth Y is the new water-cooled electric plant which, while measuring only 19 inches in length, 15 in height and 10½ in width, develops 400 watts. Available in either 12 or 32 volts, it is a rubber mounted marine unit equipped with battery charging panel and weighing less than 100 pounds. A pair of 4-cylinder, 10 kw. marine type Diesel units is on hand, together with the switchboard for their control. The full line of one-, two-, four- and six-cylinder gasoline models is represented by units of 800 and 1500 watts and 3 kw. capacity. In addition to the above, the familiar Falcon "5" and Falcon "10" marine motors are shown.

One of the single cylinder line of Wisconsin air-cooled engines, with ratings from 1½ to 4 hp. and speeds up to 2600 revolutions

Wisconsin Returns to Marine Engine Field

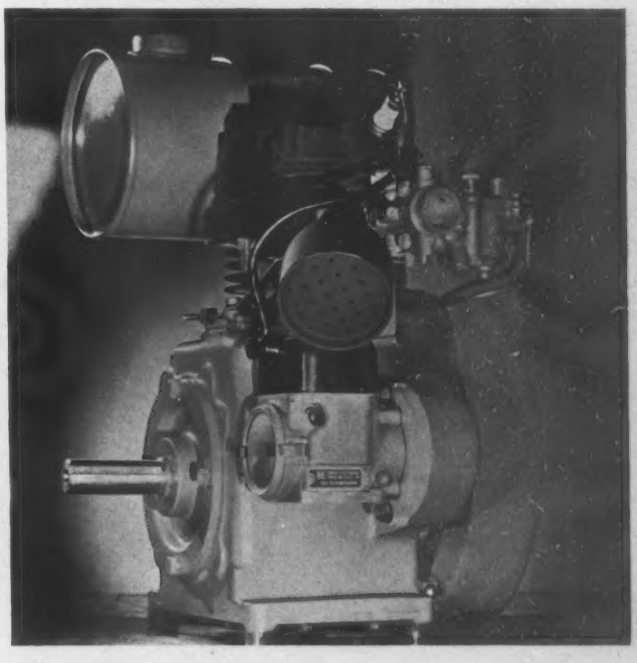
With the growing interest in small air-cooled engines, the Wisconsin Motor Corporation is on hand at the Show and back in the marine field again after an absence of several years. This company is showing a complete line of 4-cycle air-cooled inboard engines of from 1 to 35 horse power. Those from 1 to 8 hp. are single-cylinder engines, while from 8 to 35 hp. they are 4-cylinder jobs.

Wisconsin air-cooled engines have high tension magnetos with impulse couplings, Timken roller bearings, valve seat inserts and special marine carburetion. Most of the single-cylinder models can be operated up to 2600 r.p.m. while the maximum for the larger engines is 2200. The weights range from 68 pounds for the 1 horse power to 440 pounds for the 35 horse power.

New Caterpillar Diesel

The Caterpillar Tractor Company, of Peoria, Ill., is unveiling at the Show a new 6-cylinder Diesel engine. It develops 55 hp. at 1500 r.p.m. and, like other Caterpillar marine engines, is rated for continuous service at that speed. It has a 4¼" bore and a 5" stroke and weighs 3500 pounds and the engine on exhibit has a 2:1 reduction gear made by Twin Disc.

Caterpillar Diesels use a fuel injection system manufactured entirely by the Caterpillar Tractor Company. Each cylinder employs a separate valve and pump, with the valves pressure-operated and employing no mechanical means of opening. Each has a single orifice of comparatively large diameter, through which fuel is sprayed into a precombustion chamber. The large size of this orifice practically precludes the possibility of a clogged spray valve.



In installing Caterpillar Diesels, only five connections need be made. The exhaust line must be connected to the engine, the sea water suction to the raw water pump, the heat-exchanger outlet to the overboard discharge, the fuel oil line to the main storage tank, and the thrust bearing shaft to the propeller shaft.

The Atlas Diesel

A single engine will represent the line of the Atlas Diesel Engine Corporation, of Oakland, California, at the 1939 Show. This will be a slow speed, heavy duty direct reversible marine engine having six cylinders of 9″ bore and 12″ stroke. It develops 160 horse power at 325 r.p.m.

This model is a popular commercial engine, a number of which have been installed in yachts, especially those planned for long distance cruising or for exploration service. Two of these are in Col. Edwin M. Chance's *Antares*, one is in the full-rigged ship *Joseph Conrad*, formerly owned by G. Huntington Hartford and recently presented to the Maritime Commission, and one in the auxiliary ketch *Skiligolee*, owned by Quincy A. Shaw, 2nd, to mention only a few.

New Fuel Oil Filter by Bosch

The American Bosch Corporation, of Springfield, Mass., announces that it is now in production on a new fuel oil filter, the development of which is important to both manufacturers and owners of Diesel engines.

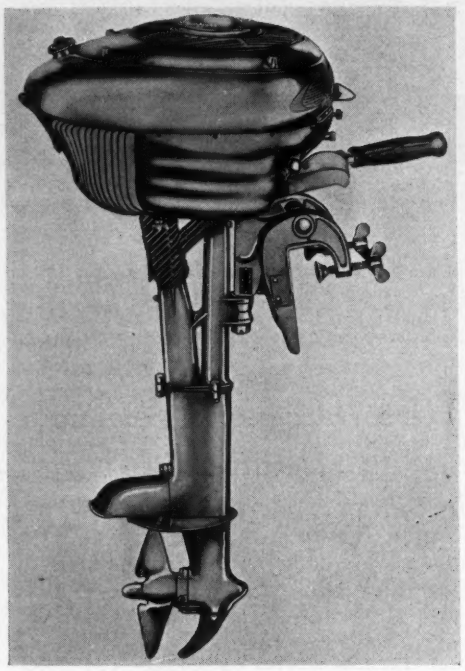
This apparatus, known as the American Bosch Sealed Fuel Oil Filter, is intended for use as the final filtering unit in the fuel oil filter system. The company advises that this new unit insures the removal of the finest dirt particles — particles which frequently remain in the oil after it has passed through the ordinary filters and are harmful to the fuel injection system.

By the use of this filter, finely lapped parts, such as injection pump plungers with barrels, discharge valves, and spray nozzles, are protected from the abrasive effects of fine dirt particles by their complete removal.

This filter is an inexpensive unit and, according to the manufacturer, can be used on Diesel engines for trucks, buses, tractors, etc., as well as on marine engines. Since sealed construction plays an important part in its remarkable efficiency, it is merely replaced at intervals, the periods between replacements depending on the size of engine, the primary filters used and the type of fuel oil which passes through it.

Eclipse Air-Cooled Outboards

The marine division of the Bendix Aviation Corporation is exhibiting its two Eclipse air-cooled outboard motors in single and twin cylinders. Although virtually unchanged in size, basic design and appearance, many small but important refinements have been included in the 1939 models. Exceptionally easy starting characteristics, stressed by Eclipse engineers, are said to be the result of exclusive magneto



The Eclipse air-cooled twin, a 4½ hp. outboard weighing 41 pounds, exhibited by the marine division of the Bendix Aviation Corporation

ignition developed especially for Eclipse motors by the Scintilla Magneto Co., a Bendix subsidiary. Through the use of a new nickel-chromium alloy of high coercive force in the fixed magnets, a spark of great intensity is produced even at low cranking speeds. The result is a 15,000-volt potential at the plug electrodes, facilitating starting even under adverse conditions of fuel and temperature. Synchronized one-lever control of spark and throttle which aids manipulation in the dark, and full float-feed Stromberg carburetion are other Eclipse features.

Briggs & Stratton Air-Cooled Engines

The Briggs & Stratton Corporation, of Milwaukee, one of the leading contributors to the current swing toward small air-cooled motors, is showing its complete line of ¾, 1, 2, 3, and 4 horse power motors which last year struck such a responsive note among owners interested in small inboard driven craft.

The two smallest motors of this group are shown not only in unadorned straight drive models but also as special marine conversions which include transmission with forward, reverse and neutral, marine bases, flame arresters and quadrant throttle controls. The special transmission is made possible by a special belt drive arrangement.

New mufflers for the Briggs & Stratton engines are also being shown. These are designed to reduce the noise as well as the heat of the exhaust. All Briggs & Stratton engines are available with either hand crank or rope starter.

Deck Machinery by American Engineering Company

The American Engineering Company of Philadelphia is one of the most prolific of yacht auxiliary manufacturers. Marked with the trade name "A-E-CO," its 1939 line includes, among other things, steering wheels, hand steerers, steering columns, electric drum steerers, electro-hydraulic steerers, remote reverse controls, hand and motor davit winches, worm-geared electric windlasses, sheet holders, chain stoppers, etc.

The A-E-CO exhibit at the Motor Boat Show is always of great interest to Show visitors, partly because the machines in the exhibit are set up for operation and partly because of the trim and graceful appearance of the apparatus itself. A-E-CO products enjoy an enviable reputation not only among yachtsmen, but among naval architects and builders of yachts, of commercial and of naval vessels.

This year something of special interest to the small boat owner is a new, small, low-cost A-E-CO electric hoist, details of which may be studied at this company's booth at the Show.

In addition to this hoist, other auxiliaries on exhibition are:

1. A size 2 type T electric windlass, interesting because of its neat appearance, its power, and its compactness.

2. A size 2 type C vertical electric windlass, which operates by stepping on a button located on the deck.

3. A size 1 type J double action hand anchor windlass, which uses both strokes of the lever to raise the anchor.

4. A size 0 type D electric windlass; a small, compact windlass, operated from a snap switch on the windlass barrel.

5. A size 1 type A motor boat electric windlass, which is also operated by stepping on a button on the deck.

6. A size 2 type E windlass, one of the most widely used of all A-E-CO windlasses. It, too, is a barrel design, compact and yet powerful.

7. A vertical electric boat and sail hoist, which occupies only a square foot of deck space, and from which leads can be taken in any direction.

Federal-Mogul Equi-Poise Propellers

As usual, the Federal-Mogul exhibit presents a display of novel nature, which brings out the design features of Federal-Mogul products.

One of the most interesting features is a polarized light display by which the strains occurring in a propeller blade from the stresses set up by both centrifugal and thrust bending forces in normal operation are rendered visible so as to permit a comparison of the distribution of these strains in both the conventional type of blade and the famous Federal-Mogul Equi-Poise blade section. In the Equi-Poise propeller, scientific design spreads the stresses throughout the blade so as to eliminate areas of concentrated strain and thus overcome distortion.

Also displayed are duplicates of the special "clover-leaf" type propellers recently produced for the U. S. Engineers' dredge tenders *Elm* and *Maple*, recently commissioned for service on the Mississippi.

There is also an action display of the Equi-Flex Cushion Stuffing Box demonstrating the ability of this device to transmit power smoothly in spite of possible shaft distortion.

Shown this year for the first time is the new Equi-Puller designed for the removal of two-, three- and four-blade propellers without time consuming adjustments. It differs from the conventional puller in that the jack screw is located in a readily accessible position where it does not interfere with the rudder.

There is also a large display of Federal-Mogul bearings. The center of interest of this particular display is a stroboscope which reveals graphically the effect of worn connecting rod bearings upon oil pumping.

Oberdorfer Pumps

At their old stand on the third floor is the M. L. Oberdorfer Brass Company, of Syracuse, N. Y., manufacturers of all kinds of bronze pumps. Among the well established line of mechanically and electrically operated pumps of all kinds, there is a recently developed footless bronze gear pump with bracket attached. These are made of bronze throughout and may be had with either spur or herringbone gears. They are available for pipe sizes of from ⅜" to ¾".

New Twin Clarke Troller

The Clarke Engineering Co., of Detroit, is exhibiting for the first time its new Model TT-39 twin Clarke Troller outboard motor, which is being marketed along with the single-cylinder unit introduced last year. The twin has in-line cylinders of 1½-inch bore and stroke and develops 3 hp. By the Clarke principle of submerged cooling and also by the Clarke principle of attaching the new type flywheel propeller directly to the crankshaft, it is claimed by the makers that power losses are eliminated, so that the rated output is developed right at the propeller. This principle of construction eliminates gears, water pumps, water jackets, drive shafts and water pipes, with consequent reduction of weight and bulk. Features of both Clarke motors are their cleanliness, portability and reliability.

Neptune Outboards

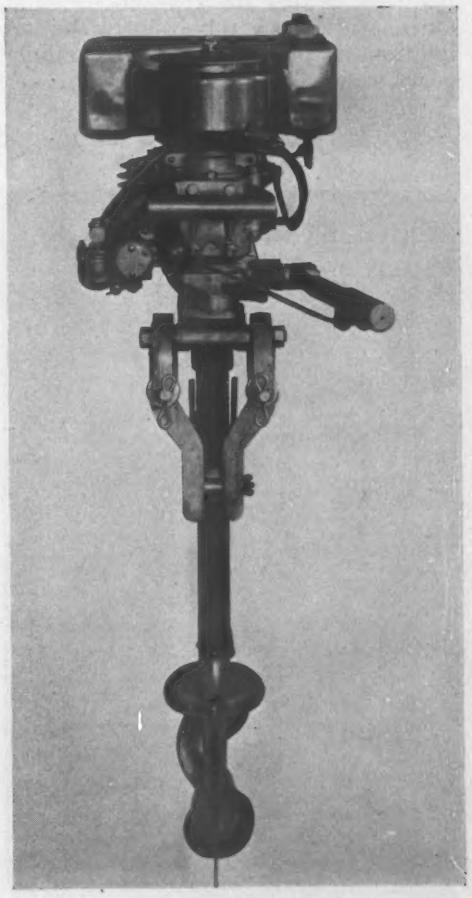
Ranged before a special background designed to catch the eye of the Palace throngs, the Muncie Gear Works, Inc., is exhibiting its seven models of Neptune outboard motors at the Show. Featured in the display are a new 5 hp. Alternate Twin Neptune and a new 1.2 hp. Junior Single Neptune, and the line is completed with the regular 2 hp. Single, the 4 hp. Junior Twin, the 6 hp. Improved Twin, the 9 hp. Alternate Twin, and the 16 hp. Master Twin. Of interest at this time is the announcement that the Muncie company has increased the space of its New York office, which is under the management of the Montgomery Sales, and is instituting a sales and repair service division, which will carry the full line of Neptune outboards, together with a complete stock of parts for all models.

Evinrude and Elto Outboards

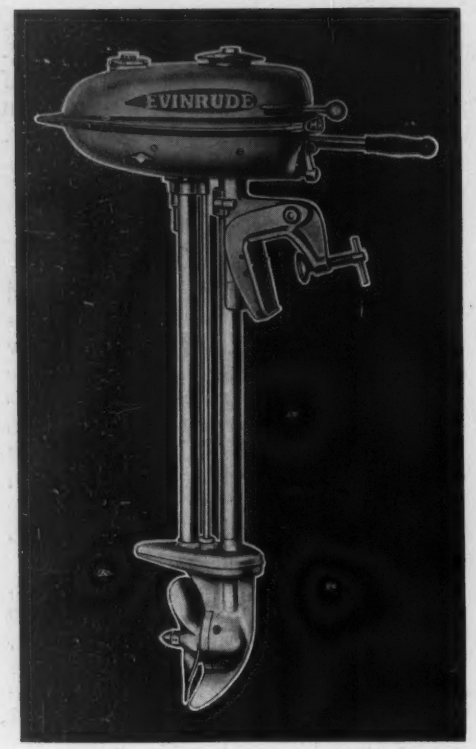
That air of mystery which has marked the makers of Evinrude and Elto outboard motors for many weeks is now resolved into a happy smile with the exhibition at the Palace of new portables which weigh, respectively, only 10 and 9 pounds. The Evinrude is called the Mate, and the Elto the Cub, and both of them, as displayed by Evinrude Motors, of Milwaukee, are bound to attract a great deal of attention.

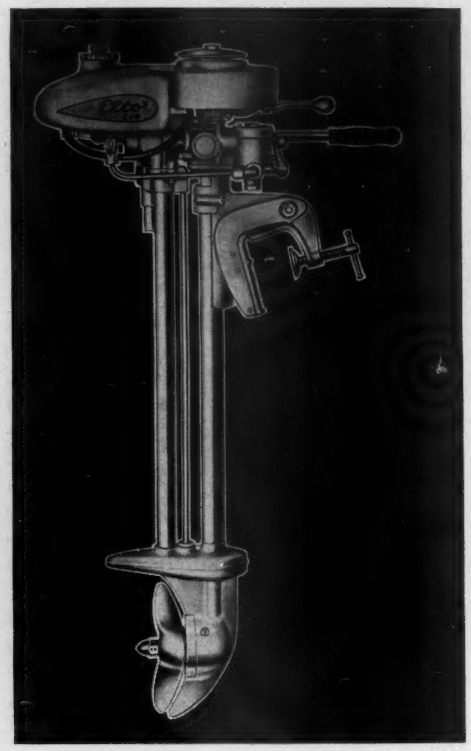
Describing first the Evinrude Mate, it is complete in every way, with no desirable or essential features omitted, and is of the exclusive but familiar type of Evinrude "Hooded Power," with the power head, carburetor, spark plug and wiring fully enclosed by a handsomely molded, decorative and protective aluminum hood. The single cylinder, whose dimensions are 1⅛ by 1 inch, develops ½ N.O.A. certified brake horse power at a speed of 4000 r.p.m. — enough power, it is said, to drive a boat of good size at a speed of 4 miles an hour and a light boat or canoe at 5 miles an hour, running tirelessly at full speed at the rate of ten hours to a gallon of fuel.

There are many improvements and new features throughout the Evinrude line, examples of all of which are on display. The Alrok-corrosion-proofing of



At the left is the Clarke Troller for 1939, a single cylinder outboard of 1.3 hp. shown by the Clarke Engineering Co. Right, the Muncie Gear Works, Inc., displays the seven models of the Neptune line of outboard motors

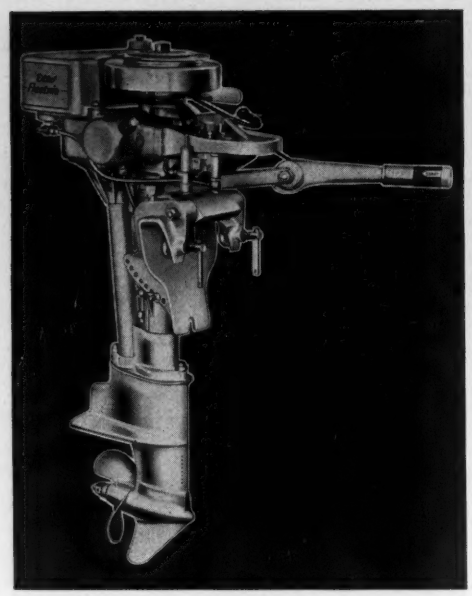




Two light weight outboards. Left, the Evinrude Mate, .5 hp. and 10 pounds weight, right, the Elto Cub, which weighs but 9 pounds, a 1939 model

lower units renders the submerged parts virtually completely resistant to salt water corrosion; and the exhaust outlets have been re-designed to achieve even greater silence of operation at all speeds. The many important features which Evinrude has pioneered in thirty years of outboard building are retained, among them the patented Relief Co-Pilot which holds the course while the operator goes forward or releases the helm for any other reason. In addition, all Evinrudes include the following features: Sealed underwater silencing, automatic exhaust relief, super magneto ignition, automatic tilt-up, streamlined gear housing, instant pivot steering, and N.O.A. certified brake horse power.

Besides the startling new Mate there are two other light weight singles, the Ranger, which delivers 1.1 hp. and weighs 16 pounds, and the Sportsman, weighing 25 pounds and delivering 2 hp. The Evinrude Twins, of which there are three models, are all of opposed cylinder construction, with balanced power impulses. The Sportwin is the smallest of these, a 35-pound machine which is a favorite among sportmen who go far to fish on rivers and lakes, and who require speedy transportation, slow trolling ability, and extreme portability. Next in size is the Fisherman, which is designed for service either on heavy fishing boats or for the faster hulls of those fishermen who are anxious to get there in a hurry. The Fisherman may be had with standard wheel or with one of the weedless type. The Speeditwin, largest and fastest of the twin Evinrudes, develops its 22½ hp. at 4000 r.p.m.

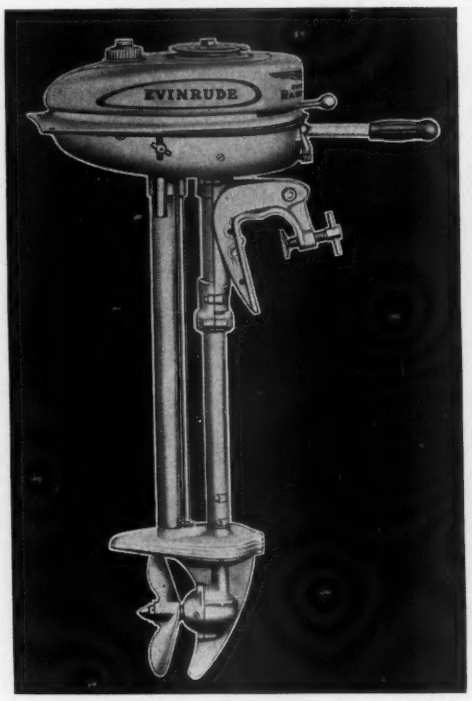


The new model of the Elto Fleetwin delivers 8½ certified horse power and weighs 66 pounds

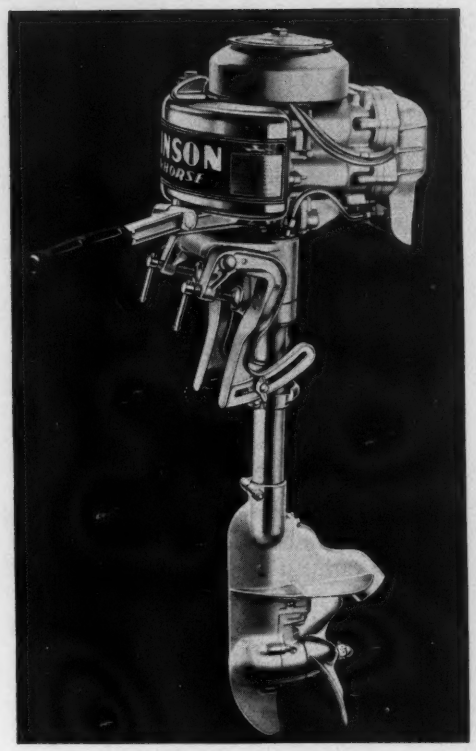
In addition to these models, Evinrude shows its three 4-cylinder models: the Lightfour, which was produced five years ago when the idea of a "four" at the weight and price of a "twin" was unknown; its Sportfour for large, fast hulls; and its Speedifour, which delivers 33.4 hp. and is suitable for light planing hulls as well as for large decked cruisers. Of Evinrude motors intended primarily for racing, there are three models, the Midget, the racing Speeditwin, and the racing 460.

The new light weight Cub model of the Elto line of outboards at popular prices is what might be called the exclamation point of the present Elto exhibit. What a baby that is to come into the world at 9 pounds and to go to work the day it is born! It has a new 1939 big brother called the Fleetwin which becomes the largest of the Elto line.

The Cub and the Fleetwin give the Elto line six models — three singles and three twins — which cover all the likely requirements for an outboard of high quality at low price. The in-between models in the line are the 1.1 hp. Pal, introduced last year at a weight of 14 pounds, the 1.8 hp. Ace, weighing 23 pounds, the 3 hp. Handitwin, tipping the scales at 32 pounds, and the Lightwin, weighing 40 pounds and developing 5 hp. The new Fleetwin rates 8.5 hp. and weighs 66 pounds.



Left, the Evinrude Speedifour develops 23.4 hp. and is designed for driving runabouts and hydroplanes. Right, the Evinrude Ranger, 1.1 hp. on 16 pounds weight

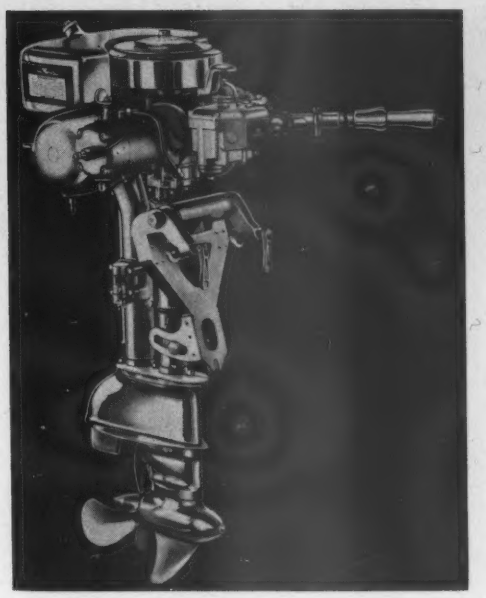


Left, the Johnson LT-39 alternate firing twin develops 5 N.O.A. certified horse power and weighs 33½ pounds. Right, the MS-39 Sea Horse

Johnson Sea Horse Outboards

Johnson Motors, of Waukegan, Ill., comes to the Palace with its famous line of outboard motors further enlarged and enhanced by the introduction of the H series of three models. Alternate firing, full pilot reverse, and underwater exhaust are all combined in this newest Sea Horse in a smaller, lighter and lower-priced motor. Model HD-39, the de luxe member of this new triumvirate, develops 2½ N.O.A. hp. and yet weights only 28 pounds with its fully streamlined, enclosed power head, its Ready-Pull starter, and its cast aluminum oversize gasoline tank. Model HA-39, without the streamlining but permanently equipped with the Ready-Pull starter, weighs 26 pounds, while HS-39, the cord starting model, weighs 21½ pounds. This Johnson Sea Horse in its three models has a brand new die cast aluminum cylinder block with iron cylinder base sleeves in place. Ignition is by a reverse-flux flywheel magneto made at the Johnson factory.

Smallest in the line of Johnson motors is the MS-39 which continues with only one minor change. A fuel-leveling tube across the outward ends of the gasoline tank has been added to prevent trapping of the fuel in one end. Many thousands of this motor, which weighs only 17 pounds, were sold in 1938. It starts with exceptional ease and slows down to a trolling speed that is the delight of fishermen. Its companion motor, the MD-39, has all the features of the MS and in addition a completely enclosed streamlined power head with large capacity fuel tank and the Johnson Ready-Pull starter.



The Johnson Model PO, an opposed twin of 30 cubic inches displacement that develops 22 hp.

Of a size larger than the new H models is the LT-39 which appears with slightly greater displacement, increasing its power to 5 N.O.A. hp. at 4000 r.p.m. At the same time, the weight has been reduced to 33½ pounds by use of the die cast aluminum cylinder block previously mentioned in connection with the H series. Another new feature here is a slipping clutch type of shock absorber drive.

Another model having the distinction of newness is the AT-39 which is in all respects like the LT except that to it is added the Ready-Pull starter. The DT-39 is a continued model with all the improvements mentioned in connection with the LT and with, in addition, the streamlined enclosed power head, the oversized cast aluminum tank and the special starter. Model KA-39 has been improved in operation by locating the spark plugs in the cylinder heads, giving a more steady flow of power, particularly at trolling speeds. Weighing 64 pounds, the KA-39 develops 9.8 N.O.A. hp. and gives speeds up to 16 to 20 miles an hour on a well-modeled light hull with one person aboard.

The largest of the Johnson Sea Horses is the 30-cubic-inch Model PO-39 which develops 22 N.O.A. hp. and turns a three-bladed 12 by 13-inch propeller.

Left, the Johnson HS-39 is an alternate firing twin of 2.5 hp. and 21½ pounds. Right, HD-39 is the de luxe model of the "H" series of Sea Horses

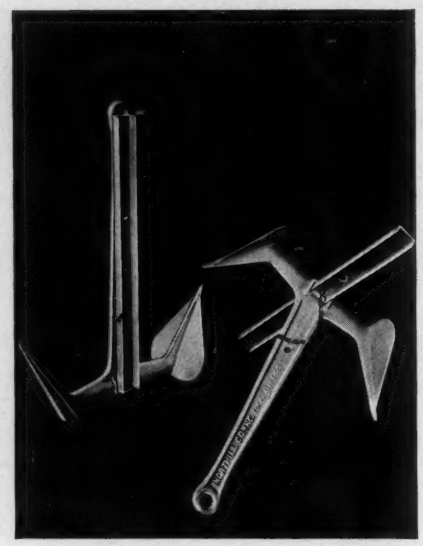
Equipment — Accessories, Fittings

New Northill Anchor

The Northill Company, Inc., is well known to yachtsmen for its development of the Northill Folding Anchor, which has saved so many backs from getting tired out. This year the company introduces a new companion to the older type, the Northill Utility Anchor.

These new anchors incorporate the same scientific advantages which have made the name of Northill. Two sizes are available, each with a holding power to weight ratio of approximately 35 to 1. The 13-pound anchor shows a holding power of 450 pounds and is recommended for boats up to 3¾ tons gross. The larger one weighs 30 pounds, has a tested holding power of 900 pounds, and can be used on boats up to 7½ tons gross.

The shank, arms and flukes of the new anchors are fabricated in one piece, from special high tension alloy steel, and are then heat treated, with the result that they have great structural strength. The stock, which nests against the shank of the anchor for stowage purposes, slides into position through a groove at the base of the shank and is then locked into position for use.

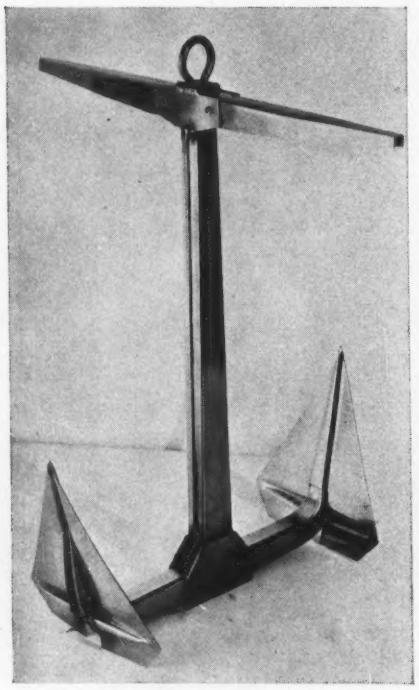


The new Northill utility anchor. The stock folds against the shank for stowing

New Anchor of Monel Metal

Another newcomer to the Show this year is the Youngstown Welding and Engineering Company of Youngstown, Ohio. This firm, an old hand at fabricating Monel, is showing light weight anchors of welded Monel sheet. They have a tested and proved holding power per pound of from eight to twenty times that of ordinary anchors.

The first of the Youngstown anchors was put in service last spring and since then has been thoroughly tested by engineers of the International Nickel Company who are coöperating with the Youngstown Company in developing the anchors. A 12-pound anchor takes care of boats up to 45 feet in length and there are other sizes for smaller and larger yachts. The shank, the stock, and every detail of the flukes and the locking device have been designed for the optimum combination of strength and light weight.



This new folding anchor, of Monel, is shown by Youngstown Welding and Engineering Co.

American Pad & Textile Company

The American Pad & Textile Company of Greenfield, Ohio, makers of Tapatco products have, as usual, one of the most diversified booths at the Show. Included are life preservers, life preserver vests, swimming belts, cushions and all kinds of outdoor clothing.

A novel Balsa wood life preserver, a new item this year, is one of the features of the exhibit. Tests made by the company have shown that the visibility of orange is five times that of any other color and therefore life preservers covered with orange canvas are being featured.

Outstanding among the new clothing items is a reversible parka which will appeal to boat owners for night and cool weather racing and cruising.

Tiebout Exhibits New Bearing

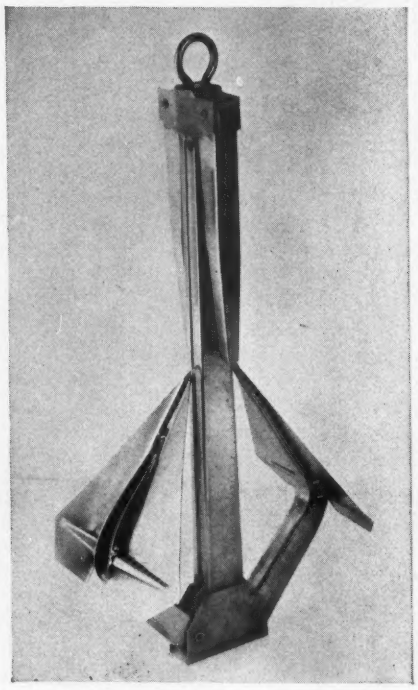
W. & J. Tiebout, of New York, feature a new stern bearing. Introduced during the past year, Akerite bearings have certain unique features. Akerite is a rubber composition; and the Akerite sleeve which contacts the shaft can be easily removed and replaced by a new one. With this construction, there is no chance of needless wear on the shaft itself.

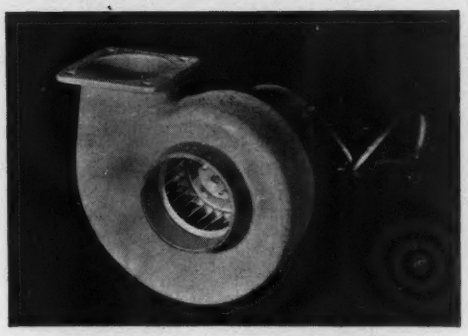
Two other items in the exhibit are the Fleming electric bilge pump, so designed that the pump itself can be right down in the bilges while the electric motor can be placed high up out of danger of water damage on a shaft of any desired length; and the "Red Devil" paint conditioner, a device to delight the soul of anyone who has to paint a boat and is tired of the everlasting *stir-stir-stir* which must often be indulged in before the paint is ready for use. The manufacturers state that "Red Devil" fits any can and that two minutes of "Red Devil" action assure a more perfect paint mix than any other method.

Woolsey Paints

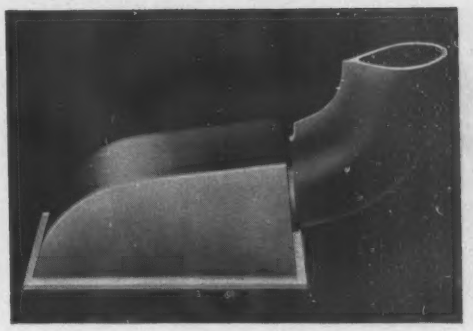
The C. A. Woolsey Paint & Color Co., Jersey City, N. J., makers of the famous "Woolsey" and "New Jersey" line of marine paints and varnishes, is again prominent among the exhibitors of these products.

Woolsey makes a paint or varnish for just about every conceivable use aboard boats and many of them are products of long standing.





Left, electrically driven blower and, right, underwater exhaust fitting displayed by E. J. Willis Co.



New Items by Willis

The E. J. Willis Company, of New York City, displays its galaxy of products in booths 32 to 36 inclusive, on the third floor of the Palace.

Among the many items are three which should be of interest. The improved pressure alcohol stove is presented in a streamlined design which has eliminated all surplus joints. Among other improvements in this stove are: clean out fitting in front burner, obviating the necessity of moving the stove to clean the generator tube; gauge to show pressure in tank; automatic safety valve to prevent excess pressure; enlarged cooking top.

The Willis kerosene stove has been developed to meet a demand for a good pressure kerosene stove of simple and inexpensive construction. Willis designed, manufactured, and tested several models of burners and produced one, the company declares, that uses inexpensive kerosene oil with remarkable efficiency, giving a clean blue flame of high heat value, and is as efficient as the company's alcohol burner. The stove is of substantial construction, with fuel tank, built-in pump, etc., finished in nickel plate.

Finally, Willis has devised a compact, efficient alcohol pressure cabin heater (only 6″ by 14″ by 14″ over all), complete with fuel tank, the whole finished in vitreous rustproof enamel.

Sperry Shoe Company's Top-Sider

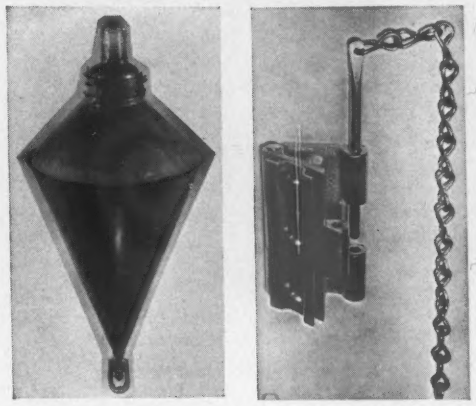
The Sperry Shoe Company is showing a larger line than ever before of its famous Top-Sider footwear, led by the popular Top-Sider canvas oxford, in white, blue and brown. There are also light weight flexible pilot boots for wet and boisterous weather and smart moccasins for service and dress, all equipped with the non-skid Top-Sider sole.

In the accompanying illustration, a section of the tread has been nearly cut away and raised from the sole. It shows the spreading action that takes place when the sole flexes. Small rubber waves open up and create an ingenious squeegee and suction effect that hugs the slickest of surfaces. The safety tread design is cut deeply into the white sole and retains its skid-resisting features until the shoe is worn out.

New Equipment by Perkins

Visitors at the Show on the lookout for new kinks and gadgets are finding them, as usual, at the booth of the Perkins Marine Lamp & Hardware Co. In addition to the usual display of lamps and hardware, there are several particularly interesting new items.

Among them is a lighted buoy for private channels and harbors, which might be used to identify a mooring in a big harbor. It is made of heavy gauge steel and is lead-ballasted so that it will always float upright. Four dry cell batteries in a watertight container provide over 720 consecutive hours of light. It is fitted with a lens guard, watertight switch and steel swivel, and may also be had with a flasher mechanism giving over four months of light on one set of batteries.



The Perko lighted buoy, either fixed or flashing, and the gate for a sail track

There is also a new pressure alcohol cabin heater with an attractive white vitreous enamel finish. This measures 16″ by 14″ by 10″. Perko alcohol stoves are on display, too, with a new tray and front which completely hides the fuel tank. Another improvement is the adjustable front rail.

Another new item is a mast track gate to facilitate the putting on and removal of sail slides on Marconi masts. It consists of a cast bronze butt type hinge with a short length of nickel silver track riveted to the outside face.

The tread of the Sperry "Top-Sider" shoe

New Uses for Monel Metal

At the booth of the International Nickel Company, a wider assortment of products and uses for Monel and nickel than ever before are being shown. Wire rope for rigging is one of the new items. This is made of "Z" nickel, a new alloy containing 99 per cent of nickel. This rigging resists corrosion and also combines the highly desirable features of great strength and high ductility. It will not fray and is very pliable.

Propeller shafts, propellers, tanks and galley equipment of Monel metal are also being shown. Strength, resistance to corrosion, and toughness make Monel invaluable for many difficult and important functions afloat.

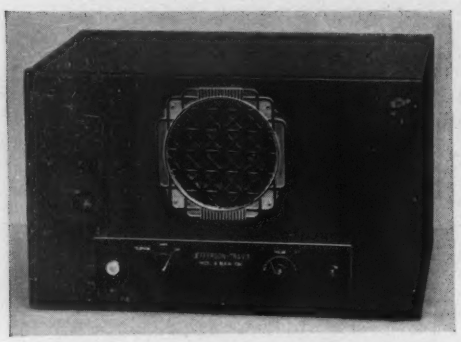
Smith Features "Bottoms Up" Display

Because the problem of bottom paints is uppermost in the minds of practical yachtsmen, Edward Smith & Company are exhibiting at the Motor Boat Show an interesting group of bottom paint "test panels," all of which have been submerged in various harbors along the Atlantic Coast, all the way from Maine to Florida.

These panels were prepared last spring, a design in Smith Bottom Paint painted on part of each one, the rest of the panel being devoid of bottom paint. Then the panels were "planted" along the coast, under wharves and floats, and left there through spring, summer and fall. When they were collected a month or so ago, there were plenty of barnacles and marine growth where Smith's bottom paint *wasn't*, none on the designs where it *was*.

Another interesting feature of the exhibit is based on the Smith tradition of furnishing nearly all of the finishes for the defenders of the America's Cup. A number of the old racing flags which actually flew on the competitors during the races for the America's Cup are displayed.

An interesting "color wheel" created in the Smith laboratories is exhibited, which gives a striking portrayal of the various colors in Smith finishes for topsides, decks and interiors, so that yachtsmen interested in working out different color combinations can "see before they paint."



Jefferson-Travis shows this radio telephone set

Jefferson-Travis Exhibits New Ship-Shore Phone

The Jefferson-Travis Radio Manufacturing Company, of Baldwin, L. I., N. Y., has added a new instrument to its well-known line of radio telephones, which the company states is a new departure in marine radio telephones.

This new departure, the "Squadron Model," incorporates several distinctive features, such as automatic voice control, automatic channel selecting switch, separate speaker, remote station unit.

This radio telephone, known as Model 95, is conservatively rated at 50 watts output, with a wide range. The entire unit is built around a well-known principle, that of the dial telephone. All that is necessary to select any one of the eight coastal harbor stations, ship to ship or ship to shore, is to turn the indicator to the desired channel.

The instrument is entirely self-contained in a single metal cabinet, finished in grey and trimmed with stainless steel. It is simple to operate and requires no special training or dexterity.

Another feature of the Jefferson-Travis exhibit is a television machine of the Allen B. Dumont Company, of Passaic, N. J. This is a new television receiver (No. 12A) and it is believed that this is the first time that a television machine has been exhibited at the New York Motor Boat Show. The unit on display is housed in a glass cabinet, so that the inner mechanism is in plain view of the spectator.

Baltimore Copper Paint Widely Used

The Baltimore Copper Paint Company, one of the oldest firms in the business of manufacturing marine finishes, is showing its line of fine bottom paints. These were developed many years ago and have been constantly improved.

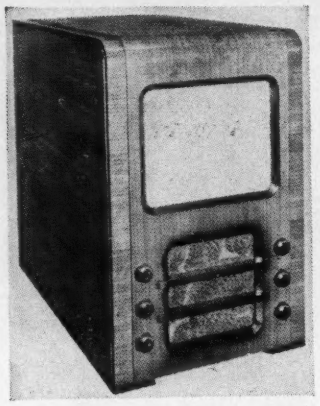
Many of the competitors in last summer's Bermuda Race were painted with Baltimore's Regatta copper bronze bottom paint, including the winners of both classes. Always popular among yachts on salt water, this paint has recently enjoyed increasingly widespread favor on the Great Lakes and in other fresh water localities.

International Paint Company

The International Paint Company, of New York City, exhibits a complete line of yacht paints, varnishes, and enamels at the Motor Boat Show this year.

International makes it a point to develop each of its products for one specific purpose, so that each part of your yacht can be treated with a surface to meet the conditions peculiar to it.

The line includes paints for topsides, bottom, boot-toppings and decks, as well as spar varnishes and enamels.



Jefferson-Travis demonstrates television with this device

The Columbian Bronze Exhibit

The Columbian Bronze Corporation, Freeport, L. I., N. Y., presents an imposing display of all sorts of fittings and gadgets to delight the yachtsman.

One important item, introduced last year at the Show and further developed, is the Columbian Electric Yacht Closet which operates at the touch of an electric button. The button is remote control, with the flushing pump and motor located anywhere on the boat where convenience dictates.

Other features of the exhibit are the new Columbian Safe-Way Propeller Pullers — an important tool for yards and owners; and, also new, Columbian's fresh water cooler fittings, which make it possible to install a complete fresh water (self-contained) engine cooling system, at moderate cost.

These are only a few of the many products which this company offers to the discerning yachtsman.

Pettit Paints

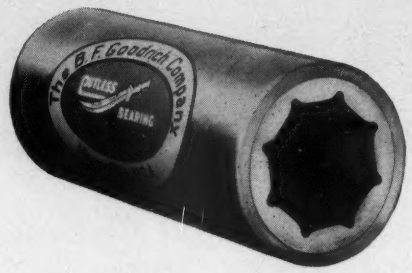
The Pettit Paint Company, Inc., of Belleville, N. J., is exhibiting as usual this year in Booth 18 on the third floor of the Grand Central Palace at the Motor Boat Show.

Pettit has just completed the first year in its new plant, and the company's president reports: "We are well pleased with the progress we have made during the first year in our new plant, and already orders booked for spring delivery are beyond our expectation, being greater in both number and volume."

This, in a highly competitive field, speaks well for general business conditions, and particularly for the reputation of Pettit's own brands, among which are such well-known names as "Old Salem" yacht whites, "Jersey City" yacht copper paint, and "Old Salem" varnishes.

The "Pettit Log Book" will be distributed at Booth 18, as in the past; and Atlantic Coast Tide Tables will also be given away.

For the benefit of those who cannot be present at the New York Show, the company announces that it will also exhibit at the 1939 Chicago Show.



Lucian Q. Moffitt, Inc., displays various models of the Goodrich Cutless bearings

Goodrich Cutless Rubber Bearings

Lucian Q. Moffitt, Inc., of Akron, Ohio, engineers and national distributors of Goodrich Cutless Rubber Bearings, are exhibiting at the Motor Boat Show models of various types of stern tubes for both steel and wooden hulled vessels, which show how these Cutless Rubber Bearings are fitted and how water is automatically provided for lubrication. When a motor boat is operated in water containing sand or grit, the sand which may be drawn into the stern bearing or strut bearings is washed out without scoring the shaft.

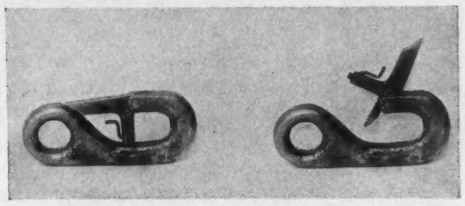
One of these models is a full size stern of a boat, arranged to illustrate the method of bearing installation and lubrication. The display includes a wide range of sizes and types of these bearings, both in complete assemblies and as separate items.

A full size section of the new "segmental type" bearing for a 16½-inch shaft is also among the items exhibited. This new type of Cutless Bearing provides the same soft rubber bearing surface as the familiar, full-molded type, with the added feature of an improved segmental design which makes it easy to renew.

The basic principle of rubber construction, which has been successfully employed in the molded type Cutless Bearing for more than sixteen years, is incorporated in the new improved segmental type bearing.

Wilcox, Crittenden Gadgets

Wilcox, Crittenden & Co., of Middletown, Conn., are, as usual, among the marine hardware exhibitors with a whole host of new gadgets on display.



For sailors, there are new halliard winches with improved shapes of drums which prevent the halliard from running off the top or climbing over itself at the bottom. There are also improvements in snubbing winches providing improved and smoother action. Cleats, too, have been improved, with a change in dimensions which makes the sheet or halliard cling tight but does not cut or wear them.

Then there is a new stem plate that will take both jib and forestay with just the needed clearance for turnbuckles. Halliard fairleaders now have larger eyes, so that even a splice will pass through. There's also a stainless steel wind pennant so designed that it can be seen and understood from any point on deck.

The new Wilcox, Crittenden "Sea Cook" pressure alcohol stove, which was first announced last summer, is being shown in three poses: on its own legs, hung in gimbals, and on a sliding track. This stove is finished in vitreous enamel and chrome. The new type all-brass burners will simmer 'way down without blowing out.

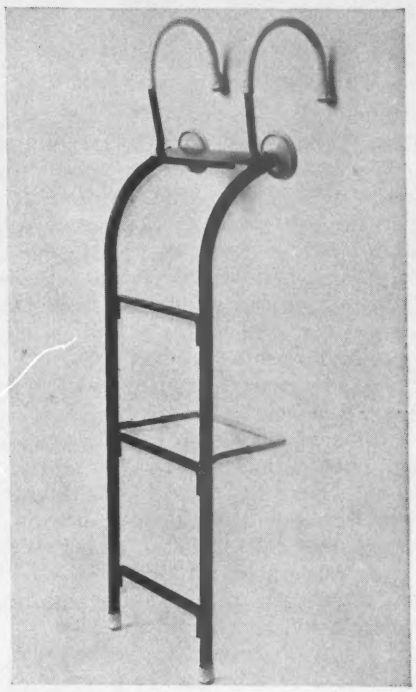
For the power boat owner, Wilcox, Crittenden have an electric water system which is controlled at the faucet. Turn it on and the electric pump goes to work; turn it off, and the pump goes off. Then there's a battery indicator. For the guest who insists on at least trying to row there are large rubber collars that may be slid down over the oars to keep them from sliding overboard out of the rowlocks.

There are many other new and interesting items, most of the newest being actually set up and working just as if they were installed aboard a boat.

Merriman Fittings

Merriman Bros., of Boston, old-timers in the yacht fitting field, are again on hand with one of those interesting displays overflowing with all kinds of hardware. Anything in the line of turnbuckles, blocks, fairleaders, cleats, etc., which can't be found in their display has probably been outmoded. A worthy successor can undoubtedly be found among the host of roller reefing gears, Highfield levers, trick goosenecks, mast rakers, and all kinds of special blocks, etc., which Merriman has developed.

Three of the new gadgets shown by Wilcox, Crittenden & Company. Left, a new safety non-fouling mooring hook; below, boarding and swimming ladder; right, a rubber collar which is designed to keep oars from slipping overboard



Hyde Windlass Company

Among the oldest exhibitors in the Show is the Hyde Windlass Company of Bath, Maine. As usual, this company has on display a large variety of its well-known propellers and offers the services of its experienced propeller consultants. Among the company's products are the conventional types of two- and three-blade wheels and various special propellers such as the Hyde "No-Weed," a two-blade weedless type, a three-blade weedless, and the well-known Hyde feathering propeller for auxiliaries.

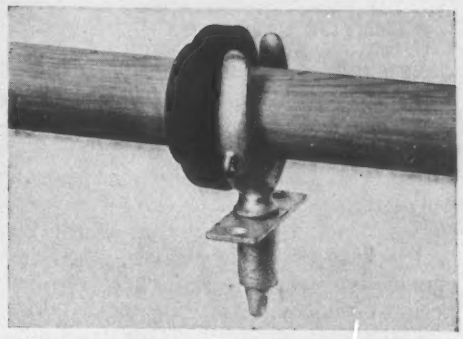
Soundview Marine Company

A newcomer to the Show this year is the Soundview Marine Company of City Island, N. Y., who are showing a complete line of radio receivers, an inexpensive ship-to-shore telephone, and a combined direction finder and radio receiver.

There are five radio receivers ranging in size from a small portable unit operated on flashlight batteries to a large and all inclusive receiver operating on 6, 12, or 32 volts and including all five useful wave bands.

The smallest radio receiver is described in detail in the Waterfront News section of this issue of YACHTING. In the development of all the models, particular attention has been paid to details of major interest to users of radios aboard boats.

The ship-to-shore telephone is crystal-controlled and permits operation at two frequencies.



The American Brass Company

The exhibit of the American Brass Company at the 1939 Motor Boat Show contains, as usual, much of interest to the yachtsman with an eye for quality in the practical side of his boat.

Copper, brass and bronze are traditional metals of the sea, withstanding as they do the inroads of salt water and salt air. Under the trade mark "Anaconda," the American Brass Company manufactures metals and equipment of this type which are known the seven seas over.

There are on display all sorts of fittings of Everdur, the remarkable alloy which is nearly all copper and yet has the strength of medium carbon steel. It is a tough, strong metal which can never rust and is highly resistant to every corrosive element.

Then there is Tobin bronze, for more than forty-five years a favorite material for propeller shafts and for use in parts coming in direct contact with the water. All these and other items are on display to catch the eye of the sea-minded who stop at this company's booth.

Esso Continues Dramatic

Old Doc Seuss, grand admiral of all the Esso admirals, is again the leading light of the Esso exhibit. Laughter, lightheartedness and fun are still the pre-eminent theme, but Show visitors with lubrication problems can doubtless locate sympathetic ears.

Models Show Viking Paints

Oliver Johnson & Company, Inc., of Providence, R. I., has its full line of Viking Marine paints on display at the Motor Boat Show this year.

A feature of this company's exhibit is an interesting combination of models which show the many combinations of colors with which a hull may be painted. Not only are the anti-fouling bottom paints and paints for the topsides represented, but the effect with and without boot topping is shown.

These models should be of interest to all yachtsmen, particularly to those who contemplate changing the color schemes of their yachts.

Harrison Heat Exchangers

Several new oil coolers are the feature of the Harrison Radiator Division's exhibit. These are smaller and more compact than heretofore and are of particular interest to owners and manufacturers of marine motors in the lower horse power brackets. Designated as the 200 series-plate type, they utilize materials especially selected to resist the corrosive action of salt water.

The coolers are built up of two major sub-assemblies, a core, or cooling element, and a cast housing. The cooling element consists of a series of plates with turbulence-inducing separators and oil attachment fittings. All parts of this assembly are bonded together by brazing in an electric furnace at high temperatures and in a deoxidizing atmosphere.

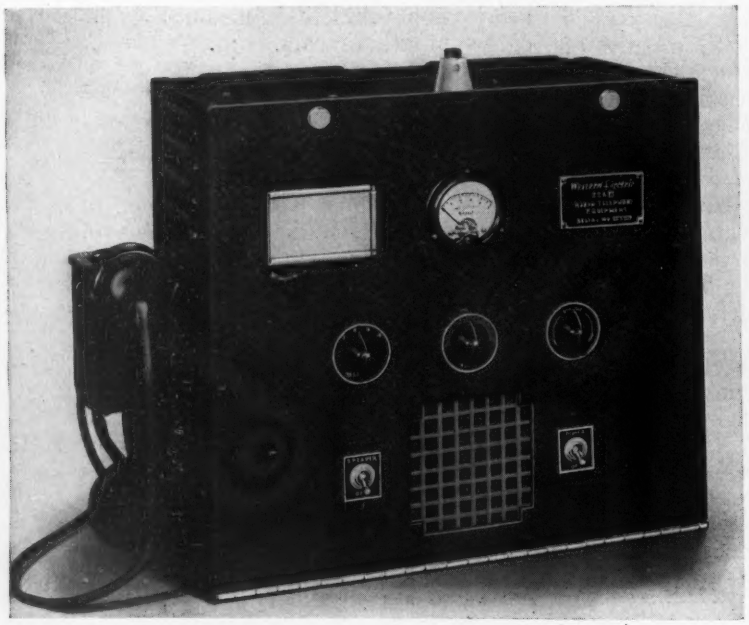
The core is easily removed from the case and can be cleaned quickly. A zinc electrode, attached to the case, to centralize local electrolysis, has been added.

The Harrison line also includes the strut tube type of heat exchanger that has been adopted by a number of manufacturers as standard equipment for closed fresh water cooling systems.

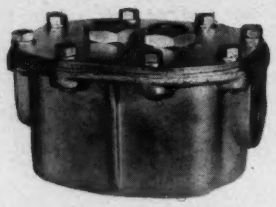
Smith-Meeker Features Radio Telephone

Smith-Meeker Engineering Company is exhibiting in Space 4, on the third floor of the Motor Boat Show, a new midget marine radio telephone, developed by the Western Electric Company especially for the many yachtsmen who put to sea in small boats.

This instrument is so small and so simple to operate that it may be compared with the ordinary home telephone ashore. It is intended to link those afloat with the telephone system on land, with the U. S. Coast Guard, and with other radio-equipped boats.



Smith-Meeker Engineering Company displays this 15-watt radio telephone set, Model 226A



One model of the 200 series of Harrison plate type oil coolers

To make a call with this "midget," the user merely has to turn an "on" switch which puts the equipment in operation, press a "talk" button in the handle of the handset, and give the telephone operator the number desired. Calls coming from shore or from other boats are signalled by a loud speaker contained within the instrument; the loudspeaker may be switched off during the conversation.

Provision may also be arranged for "selective calling." A boat so equipped is assigned a number and her equipment maintains a continuous silent watch, to receive only calls directed to her. When the shore station operator dials the boat's number, a telephone bell rings exactly as on shore.

In addition to the above interesting apparatus, Smith-Meeker is exhibiting Edison storage batteries, U. S. Motors generating sets, Thomas pumps and various other marine accessories.

Socony-Vacuum Specialties

The Specialties Department of the Socony-Vacuum Oil Company, of New York City, exhibits various equipment for small boats.

A special feature is the new gunwale guard, called "Shipmate," which is available in four types — two "full round" (1″ and 1¼″), a "half-round," and a "three-quarter round." These guards are filled with air-cell rubber, which gives them unusual resiliency, and are covered with seamless cotton.

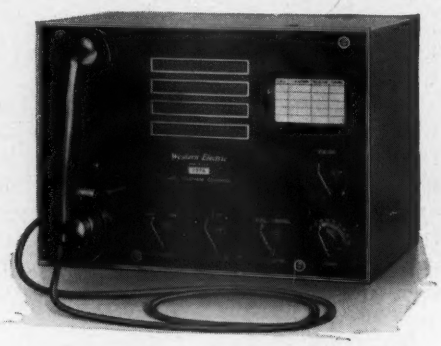
Also in the exhibit are Socony's well-known Wearpruf Marine Fenders, now being filled either with super-resilient air-cell rubber or with kapok, at the option of the purchaser.

Paragon Gear Works

Regarding the exhibit at the 1939 Motor Boat Show of Paragon Gear Works, Taunton, Mass., the president of the company writes us as follows:

"There isn't much that we can say about our exhibit, because you know what it consists of: usually a good comfortable sofa with about three good comfortable chairs and a couple of palm trees that tickle your neck as you sit under them. . . . Our booth is designed primarily for a resting place for hard worked exhibitors at the Show whose motors are equipped with our production."

Add to that a completely enclosed model of a Paragon Gear, which is on display, combined with the necessary parts to show the internal construction of both the reverse and reduction gears manufactured by Paragon, and you have the essence and the spirit of the exhibit of this well-known firm.



The Model 227A radio telephone set, 7 to 8 watts, also exhibited in the Smith-Meeker booth

Exide Gives Shipboard Working Demonstration

The Electric Storage Battery Company, of Philadelphia, manufacturers of Exide batteries, is staging a shipboard working demonstration of its floating battery system, and of its fully automatic, shaft-driven generator system at the New York Motor Boat Show.

In the floating battery system, the battery is an integral part of the power circuit and acts, while the generator is running, as a reservoir of electrical energy to absorb sudden loads on the line and thus prevent flickering of lights and lowering of illumination. Furthermore, the battery (or batteries) supplies all current requirements in excess of the output of the generator.

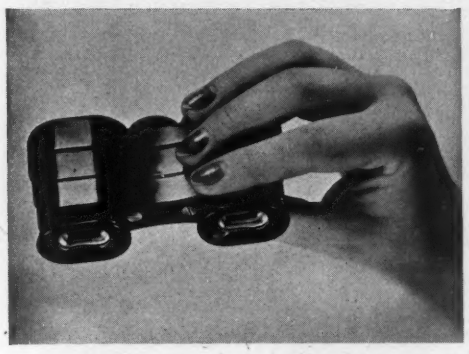
When the generator is shut down, or fails for any reason, the battery supplies the current; while the battery, in turn, is kept charged by absorbing the excess current delivered by the generator while running under normal load.

Both of the above systems are being demonstrated with 56-cell Exide Marine type batteries.

Bausch & Lomb Optical Company

Bausch & Lomb will introduce its newest field glass at the Motor Boat Show. This is the little vest pocket Balar, a 3-power glass of rectangular shape. Its flattened form makes it as easy to carry as a cigarette case. The shape affords an unusually wide field of view, 452 feet at 1,000 yards, and the glass focuses from 4 feet to infinity. The horizontal field of view is exceptional. This handsome little glass is of distinctive modern design in molded black plastic and aluminum parts. It is supplied in full leather zipper case.

Another new model now ready for the market is the 8 by 40 mm, a glass with the same relative brightness as the popular 6 by 30 and 7 by 35 models,



Bausch & Lomb's new vest pocket Balar, a compact 3-power binocular

with increased magnification. This glass is of medium weight and easily carried. The field of view is 336 feet at 1000 yards. It is supplied with either individual or central focusing.

Bausch & Lomb will continue to offer the small overrun of the 8 by 56 mm glass made expressly for the United States Government. Designed for anti-aircraft defense purposes, this glass is not made for the general market. The surplus in excess of contracts is available, usually about 25 glasses. Its brilliance under poor light conditions is exceptional.

A full line of observation telescopes is exhibited, among these the large 80 mm binocular telescope and the 65 mm observation 'scope.

Doherty's Marine Equipment Service

Space 129 at the 1939 Motor Boat Show is occupied by Doherty's Marine Equipment Service, distributors of a number of mechanical devices for marine use.

Their exhibit this year includes American Bosch Diesel injectors, for which they are local distributors; the Marvel-Schebler carburetors, which they have been handling for over twenty years; Stewart-Warner recording instruments, instrument panels, temperature gauges, and so on.

The spherical compass exhibited by Kelvin-White Company

Bludworth Introduces "Port Pilot" Direction Finder

Bludworth, Inc., specialists in radio beacon navigation, occupies booths 144 B and 145 at the thirty-fourth Annual National Motor Boat Show this year. As an addition to its already well-known line of radio direction finders, this company exhibits a new, portable outfit called the "Port Pilot," specially designed to meet the demand for a compact apparatus at a moderate price.

This model has all of the inherent characteristics of the Bludworth models which have been used by so many yachtsmen in ocean races. It is self-contained, less than 24 inches in height, and equipped for either bulkhead or table mounting. It uses late type low-drain tubes, and batteries which will give the boat owner a full season of service. The entire assembly is shielded in the anodized, cast aluminum case which has been in use on all Bludworth models.

Another model featured in the exhibit is the "Commodore," which has a quickly detachable above-deck loop. The yachts *Odyssey*, by Sparkman & Stephens, and *Tamaris*, by Phillip L. Rhodes of Cox & Stevens, outstanding examples of 1938 yacht design, are equipped with "Commodore." Also, *Latifa*, which crossed the Atlantic this spring for the Bermuda Race, and the world cruising ketch *Cachalot*.

Among other improvements for 1939, perhaps the most important is the "static suppressor," present on the "Standard Arrow," "Commodore," and "Navigator Arrow" models, which makes possible accurate bearings through heavy static.

A cruising yacht's "doghouse," with Bludworth radio direction finder and receiving set

Kelvin-White Introduces New Compass

Kelvin-White Company has on exhibit a brand new compass, the "Observer." This compass is the only small, American-made, hand "bearing-compass" designed expressly for obtaining compass bearings. The compass card, although only 1¾ inches in diameter, is marked in degrees and quarter points which are easy to read because the compass is equipped with a magnifying prism. In comparison with the card, the compass bowl is large — 3½ inches diameter — and this permits the bowl to be rotated or moved about rapidly without disturbing the card. The compass is also equipped with a flashlight and the batteries for this light are of standard make and size.

Kelvin-White also publish the *Eldridge Tide and Pilot Book*, now in its 64th year. This year a new and useful table is included in this publication, with the heading: "Sun's True Bearing at Sunrise and Sunset." Against each date is given the *true* bearing of the sun at rising and at setting. To this the navigator can add (algebraically) the local variation and obtain the sun's magnetic bearing; the difference between the sun's magnetic bearing and its compass bearing is the deviation of the compass on the given course.

These are just two of the high spots in the Kelvin-White exhibit which, as in past years, is full of interesting books, instruments, charts, and other paraphernalia for the yachtsman and the navigator.

Red Hand Paints

The Red Hand Composition Co., Inc., of New York, is showing its full line of marine finishes, the most popular of which is the Fisherman Red copper bottom paint. Many boat owners use this paint year in and year out.

M. Rosenfeld

Maxim Shows New Silencers

The Maxim Silencer Company of Hartford, Conn., shows among its older, well-known mufflers, two new types.

The first, a dry type, called the Maxim Universal silencer, is a most compact and reasonably priced unit that will render exhaust noises inaudible 150 to 250 feet from the end of the pipe. Being of the non-turning type, it may be placed anywhere in the exhaust line without affecting the performance of the engine. It is constructed of welded sheet and plate steel. This muffler is available for pipe diameters of from 1 to 24 inches.

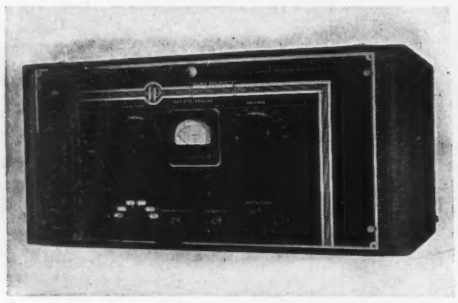
The second is a wet type silencer developed to meet the demand for a proper silencer for the small inboard air-cooled engines. This is available for pipe sizes of from ½ to 1¼ inches.

Part of the Maxim Silencer Company's exhibit

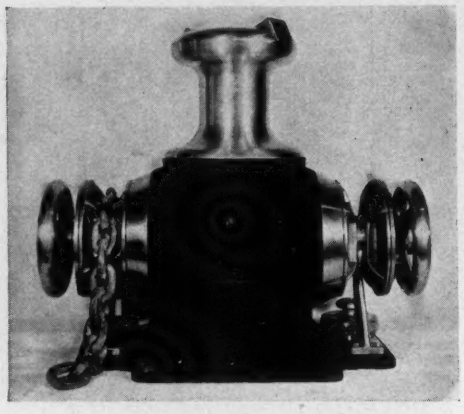
New York Marine Radio Company

Radiotelephone equipment manufactured by the Sound Products Company, of Hollywood, Calif., is displayed by the New York Marine Radio Co. of Flushing, L. I. Five models are shown in all, with power transmitters of 100, 50, 25 and 15 watts. Four of the sets are old and thoroughly tried models which have been installed on many West Coast yachts as well as on commercial vessels.

The fifth model and feature of the exhibit is a new set selling at a sensationally low price and incorporating several details new to this type of equipment. It is complete in one unit, operates directly from 6 or 12 volts without a rotary converter and is entirely push-button-controlled without turning or drift compensation controls. Each button controls both the receiver and transmitter frequency simultaneously. It also receives five broadcast stations which are also tuned in with push button.



A radio telephone set shown by the Sound Products Company as part of the exhibit of the New York Marine Radio Company



Ideal Windlass Company shows its new Model HD windlass

C-O-Two and Pyrene Exhibit

Booth 8 in the Grand Central Palace houses the C-O-Two and Pyrene marine fire protective exhibit at the 1939 Motor Boat Show in New York.

The feature of the exhibit is a carbon dioxide fire extinguishing system, with a combination "fixed temperature" and "rate of rise" type heat detector for automatic operation, which carries the C-O-Two trade mark. This system may also be released manually. The company states that this, and all other C-O-Two equipment exhibited at the Show, is approved by the Underwriters' Laboratories and complies with all the requirements of the Bureau of Marine Inspection and Navigation, Department of Commerce.

Another interesting item is the new "baffle type" discharge nozzle, which materially increases the fire fighting efficiency of the apparatus.

Among the items of the complete Pyrene fire extinguisher exhibit is the 2½-gallon Phomene foam and Guardene soda-acid type extinguishers, which have new seamless drawn shells, providing better appearance, greater strength and greater safety. Also on display is a new marine type stationary foam installation for large vessels.

Conklin Brass & Copper

The T. E. Conklin Brass & Copper Co., Inc., of New York, one of the largest distributors in the world of brass, bronze, and all kinds of alloy metals, is again exhibiting at the Show. If it is made of brass or copper, Conklin handles it and although only a few samples of the vast stock are actually exhibited, Conklin representatives are on hand to advise on all metal problems confronting the yacht owner.

Enterprise Oils

No Show would be complete without the Enterprise Oil Company and its genial booster, Steve Drakeley. This firm has distributed the well-known Duplex marine engine oils for many years. Duplex is said to be the first oil ever prepared specifically for marine purposes.

New Boat Hoist by Ideal Windlass Co.

The Ideal Windlass Company, of Boston, produces a diversified line of electric windlasses, capstans, tender and sail hoists, etc., to meet the demand for a light weight yet powerful windlass for the average yacht or power boat. Special attention has been given to compactness, lightness, power and simplicity.

Two of the new Pyrene fire extinguishers manufactured with seamless drawn shells

Ideal's new boat hoist, which is exhibited at the Motor Boat Show, is particularly interesting because the company has gone far in producing strength in construction and concentrated power, combined with an attractive and neat appearance.

Ideal products have ample reserve power when operated as directed, and a wide range of usefulness, even including the hauling of small boats on marine railways and miscellaneous hoisting jobs in boat yards or in private yards.

The high value of space on small yachts has been taken into consideration and an Ideal unit requires little room either above or below decks. Electrical consumption is minimized and motor efficiency is maintained by the fact that speed is automatically decreased as the load is increased.

The advantages of electrically operated hoists and other apparatus on yachts is now so well recognized that the demand for this type of equipment has spread to foreign countries.

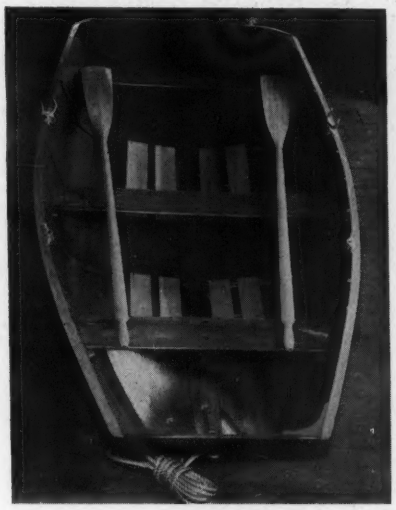
The full line of Ideal's product is on display, with working models which demonstrate the gear under operation.

Bendix Exhibits Interesting Controls

The Marine Division of Bendix Aviation Corporation shows further simplifications of this business of going to sea.

The Bendix yacht control line for 1939 consists of several interrelated units. Among these is the pedestal type unit available in six different combinations for gear shift, throttle or other remote control functions. These controls provide positive finger-touch control of throttles and reverse gears at any desired locality on the boat, or at more than one point.

The vacuum power reverse gear operating cylinder, with trunnion bracket, provides wide flexibility in mounting, as it may be fastened to floor timber, bulkhead, overhead framing member,



Lawley's 8-foot Weldwood pram

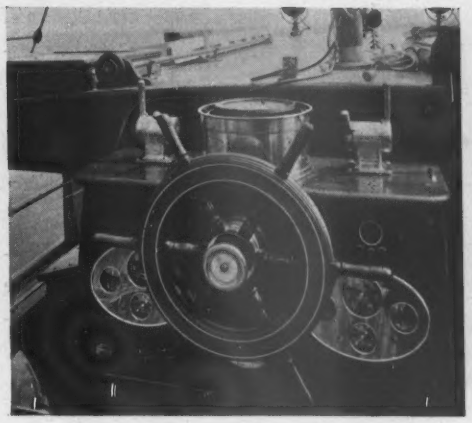
etc. It derives its power from the otherwise wasted power force of intake manifold vacuum.

The 1939 Bendix-Holmes Automatic Steerer presents the great convenience of being able to set the vessel on her course and let her steer herself for hours at a time. Remote, flexible push button controls permit the yachtsman to take over the helm at any desired instant.

Bendix engineers have also developed an entirely new type of steering control, soon to be announced as the "Bendix Hydraulic Steering System." This equipment is adapted for steering any boat, sail or power, from the smallest up to the extremely large vessel requiring power steering.

Kendall Refining Company

The Kendall Refining Company of Bradford, Pa., is telling the story of their 100 per cent pure Pennsylvania marine engine oil at the Show with a large replica of their oil package with a space cut out of one side permitting the showing of the film strength of this oil. Electrically operated pumps keep the oil moving.



Bendix controls and automatic steerer

Lawley Weldwood "15"

George Lawley & Son Corporation, of Neponset, Mass., is showing its popular small boats of Weldwood construction. The flagship of this little fleet is the 15-foot knockabout which can be had in either a keel or centerboard model. This boat is non-sinkable and is particularly fast and handy for its size.

Lawley also has an 8-foot all purpose pram dinghy which can be rowed, sailed or run with an outboard motor. The use of Weldwood, a waterproof bonded plywood, makes this little boat extremely light, inexpensive and durable.

"Director," by General Communication Company

The General Communication Company, of Boston, designers and manufacturers of precision radio and navigating instruments, is exhibiting for the first time at the Motor Boat Show.

Although this company's name is comparatively new to the roster of manufacturers of accurate instruments in the field of navigation, several of the members of its organization are well known and of enviable scientific reputation, and its products have received a warm welcome among yachtsmen.

Best known to date for its radio compasses (direction-finders), the feature of its 1939 exhibit is its portable radio compass, the "Director." This is featured because it was the first small, compact, accurate portable instrument of this type to be put on the market, and because it sells at a price within the reach of most yacht owners.

The company states that accurate bearings are assured when reasonable care is observed, within a radius of 100 miles of any first class radio beacon. The set is light (only 32 pounds) and when not in use can be stowed out of the way. The enclosed loop is built into the top of the containing case, so that when stowed the instrument has the appearance of a smart, mahogany instrument case. Power consumption is only 1⅓ watts, and the instrument is easy to operate, having only three controls. Size closed is 13¼" by 13¼" by 7¾".

In addition to "Director" and other instruments, the exhibit includes a compass which incorporates a new application of the principle of the earth inductor compass, called the "Sea-Track." This earth inductor compass, it is stated, has only a momentary deviation after a sharp movement of the ship, returning to its proper indication in less than half a second.

Gulf Introduces New White Marine Gasoline

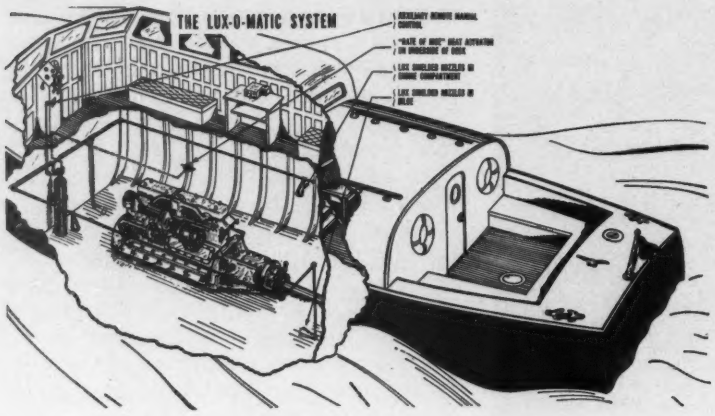
The Gulf Oil exhibit occupies the same generous space on the third floor as it did last year. The feature of the exhibit is a demonstration of the advantages of Gulf's new Marine White Gasoline, which has been developed especially for use in marine engines.

To show the characteristics of this new gasoline, the company uses what it calls the "dish test." Two deep dishes are placed side by side; a piece of copper (the metal almost universally used in contact with gasoline in marine work) is placed in each dish. One dish is filled with ordinary gasoline, the other with "White Marine." The ordinary gasoline dissolves, leaving a gummy residue; the "White Marine" dissolves, leaving no trace of foreign matter because this new gasoline is chemically inert with copper.

Another demonstration shows the danger inherent in gum formation in tanks and fuel lines, by a working model which shows the effect of gum in an engine.

Gulf's new and handsome book, *Harbors of the South*, will be on display for the first time, and a limited number of copies will be available. The companion book, *Harbors of the North*, will be ready later in the spring.

General Communication Company's "Director" model radio compass



Left, the installation of a Lux-O-Matic fire-fighting system

Below, gasoline flowmeter shown in the Mile-O-Meter Corporation's exhibit

Automatic Lux-O-Matic

Walter Kidde & Company, as in past years, is exhibiting fire fighting equipment well known under the trade name of Lux and Lux-O-Matic, at the 1939 Motor Boat Show.

The Lux-O-Matic automatic system for boats has the great advantage of being entirely independent of electricity for its operation. A short circuit cannot prematurely operate the system nor can a broken wire render it inoperative. If, as sometimes occurs, your storage battery is ashore for recharging, the Lux-O-Matic system still provides fire protection. Another important point in connection with this system is that it will operate on an explosion.

Manually-operated Lux systems are also available in a number of different types. There is the remote control type in which the system is operated by the pulling of a cable from a point at a distance from the cylinders. Then there is the local control type which is operated by turning a hand wheel located directly on the head of the cylinder.

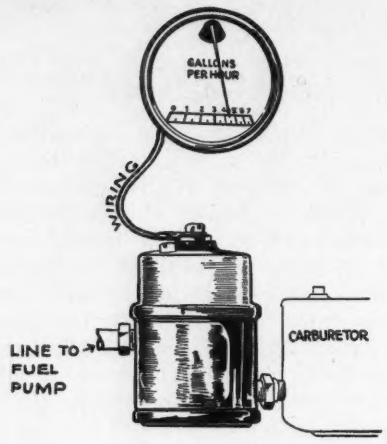
The Lux-O-Matic system is furnished with Lux shielded nozzles, which experience has proved to be extremely effective in extinguishing gasoline and oil fires. Some other types of nozzles discharge the carbon dioxide at high velocity and do not produce the rapid extinguishing characteristic of the shielded nozzle.

Insurance underwriters have shown their high opinion of Lux-O-Matic systems, both manual and automatic, by granting reduced premium rates on boats carrying this equipment; all manually operated Lux systems are approved by the Underwriters' Laboratories.

U. S. Plywood Exhibits Weldwood

A newcomer to the Show is the United States Plywood Corporation, manufacturers of Weldwood, a phenolic bonded Bakelite resin plywood which has emerged from comparative obscurity to widespread use in all types of boats. In the larger boats at the Show there are many Weldwood bulkheads and among the smaller boats there are several planked entirely with this material.

Weldwood samples are being boiled before any spectators who may be skeptical. Samples of various Weldwood construction are shown, from 1/8" fir Weldwood to the incredibly strong 3/4" five-ply material. There are also models of various fabricating methods in the use of Weldwood for boat construction, including butt joints, scarph joints, patches, frames and deck beams.



Mile-O-Meter Shows Electric Speed Indicator

The Mile-O-Meter Corporation of Michigan City, Indiana, exhibits what should be one of the most interesting gadgets at the Show, an electric speed indicator for small racing and sailing boats. This instrument will fit into a space only 2½ inches in diameter. It operates on the flowmeter principle and is the same size as the gasoline flowmeter now marketed by the same organization and will sell in the same price range.

It operates on either a 6-volt storage battery or a 6-volt dry battery. Current consumed is only ¼ ampere per hour. A single battery should last an entire boating season.

For power boats now using the Mile-O-Meter gasoline flowmeter, the speed indicator can be mounted as a companion unit on the dash. This combination of instruments will indicate the amount of fuel used at the speed traveled. Both units are on display at the Show with factory engineers in attendance.

Michigan Wheel Demonstration

The Michigan Wheel Corporation, manufacturer of propellers, is again featuring the helical planing machine in its exhibit. Boat owners are always interested in seeing the pitch of a propeller machined before their eyes. The helical planing machine is not only the starting point and foundation of the machined-pitch process which has made possible the production of excellent propellers on a production basis, but it provides, also, the fundamental principle for the construction of the propeller repair equipment of the widespread repair service offered by the Michigan Wheel Corp.

Service stations for propeller repairs are now located at seventeen strategic boating centers. Factory trained personnel and equipment are located in all these places so that yachtsmen, even when cruising, can receive expert propeller service and repairs without delay.

Rajah spark plugs are made with shells of Everdur bronze

Rajah Spark Plugs

The Rajah Company is on deck again with its already famous line of spark plugs with shells of Everdur bronze. These plugs are not subject to corrosion of any kind and are a great convenience in keeping engines looking and performing in top notch condition. Other items on display in the Rajah booth are Bakelite hoods, solderless terminals and rubber safety nipples. Visitors will be interested in the Rajah hand crimping tool which strips and crimps the terminals to the ignition cable.

Fleming's Electric Bilge Pump

George W. Fleming, Inc., of Plantsville, Conn., appears at the Motor Boat Show this year with a smart-looking apparatus designed to save yachtsmen many a groan and backache.

The machine in question, on display at the Fleming booth, is a simple, compact and efficient automatic electric bilge pump. One of the important features of this complete pumping unit is that the pump can be placed down in the bilges, while the electric motor, which operates it through a direct drive shaft, can be placed high up, away from all danger of water damage.

Searchlights by the Portable Light Company

A complete display of the well-known line of Half-Mile-Ray and One-Mile-Ray searchlights is being shown by the Portable Light Co., of New York. Among them are lights measuring all the way from 5 to 20 inches in diameter and covering the requirements of boats of all sizes. There are compact and handy little lights mounted on portable dry cell batteries for tenders and small auxiliaries and powerful remote controlled lights for large yachts.

Other interesting features of this exhibit are seagoing horns and sirens of various types, generators and floodlights.

A new Half-Mile-Ray searchlight is part of the exhibit of the Portable Light Company

Joes Gears Speed Up

The feature of the exhibit of the Snow & Petrelli Manufacturing Company's display this year is the 100 per cent reverse speed gears, which have been developed recently. There are many types of boat services in which this greater power in reverse is exceedingly valuable.

A cut away complete model of a Joes combined reverse and reduction gear, electrically operated, is being shown to give a clearer idea of the intricacies of the device and just what happens when these gears are in operation. With the increasing use of smaller, higher speed motors in large, rather heavy hulls, the use of reduction gears has become widespread. Joes Gears are helical cut and heavily constructed and utilize high grade ball bearings, all of which makes for silence and durability.

Hazard Wire Rope

The Hazard Wire Rope Company, makers of the famous Korodless stainless steel wire rigging, is again featuring its product along with the Tru-Loc fittings which have been widely used in connection with the wire rigging for shrouds and stays. These fittings, which are cold rolled onto the ends of the wire, provide a foolproof joint stronger than the wire itself.

The Automobile Insurance Company

The Automobile Insurance Company of Hartford, Conn., is a newcomer this year to the Motor Boat Show, although it is an old hand at underwriting ship and yacht insurance. This company is an affiliate of the Aetna companies, and has for many years specialized in ocean, marine and other types of yacht coverage.

Representatives of the Automobile Insurance Company are in attendance at the company's booth to discuss the many phases of yacht insurance.

Yachting Apparel by Schellenberg

B. Schellenberg & Sons, Inc., of Brooklyn, show representative pieces from their full line of yachting apparel. In the group are an owner's yachting jacket and white trousers, a double-breasted jacket for an officer and white and blue yachting caps. Schellenberg publishes a booklet giving detailed information on cap and sleeve ornaments for various club officers and classifications of members as specified by the New York Yacht Club. The flexible, light weight "Fastnet" cap, weighing only 4 ounces, is on display.

Sands Plumbing Fixtures

Ever since yachts have required plumbing fixtures, which has been for a great many years, A. B. Sands & Son Co. have been supplying them. At this year's Show they are again displaying a full line of these products, from the most compact and thoroughly camouflaged unit for small cruisers and auxiliaries to the finest of electric equipment. Competent and thoroughly experienced Sands engineers are on hand to answer questions regarding sanitary equipment.

A neat and compact electric toilet in the booth of A. B. Sands & Son Company

New Models by Twin Disc Clutch Company

The Twin Disc Clutch Company, of Racine, Wis., is showing new models of its marine gear equipment. Several years ago, Twin Disc developed what it calls "100 per cent reverse marine gear." This soon found wide acceptance because this type of gear can be shifted instantly and easily at any engine or boat speed and operates in reverse continuously without overheating. This is possible because both the forward and reverse mechanisms are of the same capacity. In case of emergency, an instant shift to either forward or reverse is possible without moving the throttle.

Twin Disc exhibits three units, a model MG-61, 40 hp. at 1000 r.p.m. and 60 hp. at 1500 r.p.m.; a model MG-125, 100 hp. at 1200 r.p.m. and 125 hp. at 1500 r.p.m.; and a model MG-200, 200 hp. at 1000 r.p.m. All of these are "100 per cent reverse" with built-in reductions.

The company states that six marine engine builders (Caterpillar, Cummins, Gray, Waukesha, Fairbanks-Morse and Murphy) are showing engines with Twin Disc gears as standard equipment.

The newest type of Twin Disc gear equipment is found in the manufacturer's booth and on a number of engines

Cluff Fabric Exhibits

Cluff Fabric Products, Inc., of New York, occupies space in Booth 98 at the annual Motor Boat Show.

The feature of this company's exhibit is a kapok-filled life preserver vest, which the company states has been approved by the U. S. Bureau of Marine Inspection and Navigation for use on ocean going vessels. This vest is so constructed that the wearer has complete freedom of the arms; furthermore, there is no possibility of the vest slipping up around the ears when the wearer has to jump into the water from a height.

In general, the Cluff line includes kapok-filled articles for life preserving purposes, such as racing vests, swim belts, special cushions for yachts, etc.

M. Rosenfeld

"Cruising With Safety," published by the Texas Company, discusses boating from fitting out to laying up. Some of its pages are shown at the left

Jeffery's Marine Glues

L. W. Ferdinand & Co., Inc., is again at the Show with the famous Jeffery's Marine Glues and Ferdico Cements. These products are among the oldest in the marine field and have been serving several generations of yachtsmen and boatbuilders.

Safer Cruising Stressed by Texaco

Located as usual in its "Island" position on the third floor of the Grand Central Palace, the Texaco exhibit is not only designed to be pleasing to the eye and interesting but to make visitors comfortable.

Emphasizing, as it has for some years, the importance of safety on board ship, the center of the exhibit is a "life size" reproduction of a bell buoy, symbol of safe navigation. It is so constructed that it simulates the action of a bell buoy in a seaway, sounding perpetual warning.

Photographic panels illustrate the activities of the company in the various phases of the marine field, showing racing, cruising, and the several services to yachtsmen instituted by Texaco, with the charts and other cruising data which the company, through its well-known Texaco Waterways Service, distributes.

One feature of this service is the chain of Texaco Mail Ports, which has proved to be a great convenience to the owners, guests, and crews of thousands of yachts on the waterways of the country.

Last year Texaco interested the yachting world with the publication of its book *Cruising with Safety*. It was recently granted a certificate of award by the New York Employing Printers Association. Copies of this book are being sold at the Texaco booth, and names and addresses will be taken there of those who wish copies of the 1939 Texaco Cruising Charts which are now on the press.

Yacht Uniforms by Appel

At the show, S. Appel & Co., Inc., displays samples of its uniforms for all who go afloat, uniforms not only for the owner but for the professional captain and for every member of the ship's company, with the correct accessories. There is displayed in the Appel booth a complete collection of yacht club insignia, covering the designs of yacht clubs from coast to coast. In addition to the regular line of uniforms, a combination top coat, rain coat and overcoat for use afloat or ashore, is exhibited.

Test Fleet Proves Valspar Products

During the year just past the Valspar Marine Service Department of Valentine & Company, Inc., New York City, has set what it believes to be an all-time record for "service-testing" marine paints and varnishes. These "tests-by-cruising" have not only been carried out in most of America's yachting localities, but in foreign waters as well.

A. Thornton Baker's schooner *So Fong* is one of Valspar's test fleet. Detailed records are kept on the performance of Valspar Yacht Finishes on each boat in the test fleet, and these records furnish immensely valuable data, not only to the yacht owners themselves, but to the company for future development of the product.

So Fong recently completed a 38,000-mile cruise. At the Valspar booth at the Motor Boat Show, an array of photographs of this cruise are on display. The cruise was a broad and severe test of Valspar finishes. Perhaps the most severe test was at Sulphur Bay, at the Greek Island of Santorin. Here, the fumes from the warm, sulphur-laden waters turned the brass work on the boat absolutely black but had no effect on the Valspared topsides, or on the brightwork finished in Valspar varnishes.

The Valspar booth at the Show is an Information Bureau, where all questions regarding boat painting are courteously answered. Detailed information and advice is available on special, individual painting problems, and on various practical color combinations for boats. A feature of the Valspar exhibit is a display of panels showing all the Valspar finishes used on the boats of the "Test Fleet."

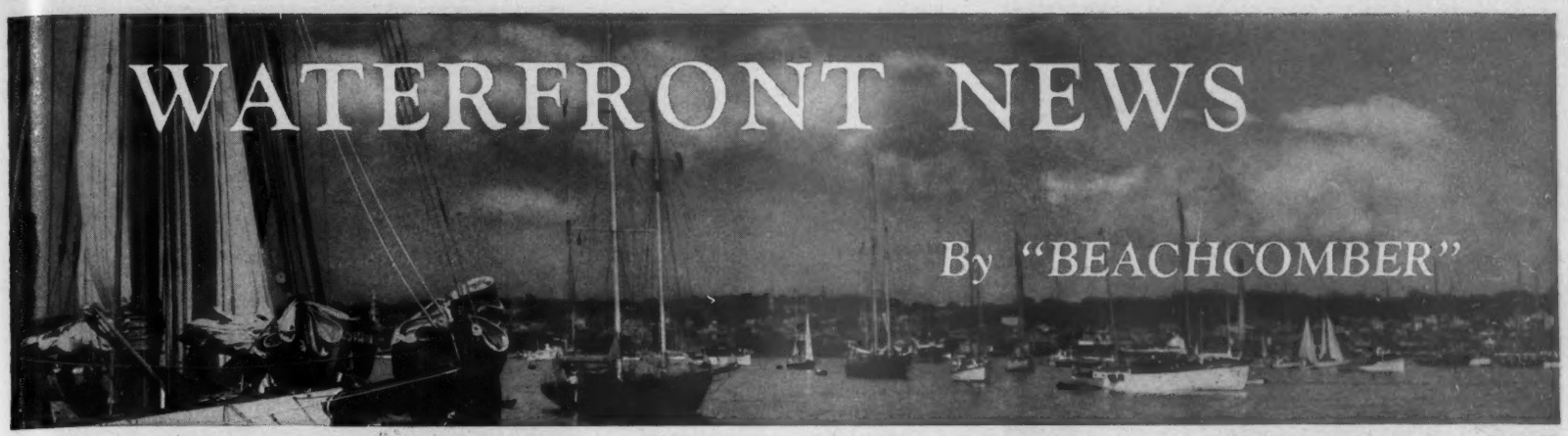
Laughlin Items Promote Convenience and Safety

Flashing lights from twin lighthouses attract one to Booth 5, Third Floor, where the Thomas Laughlin Company has an interesting exhibit of marine hardware and fittings, including a number of new and interesting items. One of these, of especial interest to sail boat enthusiasts, is a bronze yacht block with interchangeable fittings. Laughlin yacht blocks have long been known for their good appearance and for their combination of strength and light weight. The interchangeable blocks, which will be built in a wide range of sizes, have drop forged shells and the fittings can be changed quickly, a slight tap of a ball peen hammer being all that is necessary to prevent the pin from coming out. If, later on, the yachtsman wishes to change his fittings, a file and a few additional pins are all he needs.

Another interesting item is a roller reefer in which the latch operates as the sail is rolled and does not interfere with the canvas when it is necessary to shake out the reef.

Still another new Laughlin item which merits attention and which boat owners will appreciate, is a drop forged boat snap. This is said to be the first drop forged boat snap to be placed on the market.

In the foreground of the Laughlin exhibit will be a bird's-eye view of the new Laughlin plant now building. The Thomas Laughlin Company was organized in Portland, Maine, in 1866, and has been in continuous operation since that time. Its marine and industrial hardware products are found in some forty countries of the world.



RECENT DEVELOPMENTS IN BOATS, ENGINES, GEAR AND EQUIPMENT

BIG DOINGS IN LITTLE AUXILIARIES : ISLANDER

"WHAT about all those new little stock auxiliaries? Where'd they all come from and how does it happen they're all appearing at the same time? They're fine little boats, too, combining qualities desirable in day sailing, class racing, over-night racing and cruising. Why hasn't someone thought of a stock auxiliary before — " All those are typical of the remarks which have been going the rounds of boating centers for the last couple of months.

We'll start by answering one of the last questions first: — Why haven't they been thought of before? There are really two answers. — In the first place, the small stock auxiliary is not new. John Alden has been designing and building the Malabar Juniors for about ten years. Casey has been turning out husky little sloops, ketches, and yawls for a still longer period, and others have been in the picture off and on. We always had a feeling, however, that in those earlier boats, the emphasis was on cruising accommodations and comfort below, rather than on speed and the deck and cockpit room, desirable in a boat to be used for day sailing and consistent or even occasional racing.

Fast cruising boats developed

With the growth and increasing popularity of ocean and over-night racing during the last decade and the rapid development of boats designed primarily for this branch of the sport, we began to see fast cruising boats which gave Ten-Metres, New York Forties, and others designed primarily for racing an awful trimming in off-shore and over-night contests.

Then, in 1936, along came the New York 32's, a successful combination of class racer, over-night and off-shore racer and cruising boat. They showed that room below decks and good cruising accommodations didn't necessarily make a boat too slow and unhandy for matinee racing.

Then came Alden's Off-Soundings yawls and Coastwise Cruisers, and the Sparkman & Stephens' Week-Enders, Art Schuman's Single-Handers, and other one-design cruising auxiliaries, which neither lagged behind nor looked out of place in an afternoon contest around a triangle.

And now this year for the first time we have a whole host of little boats about 30 feet in over all length which not only have as much room as it is possible to get in a fast hull form but are just about as speedy as a cruising boat of their length can be.

No need to buy from plans

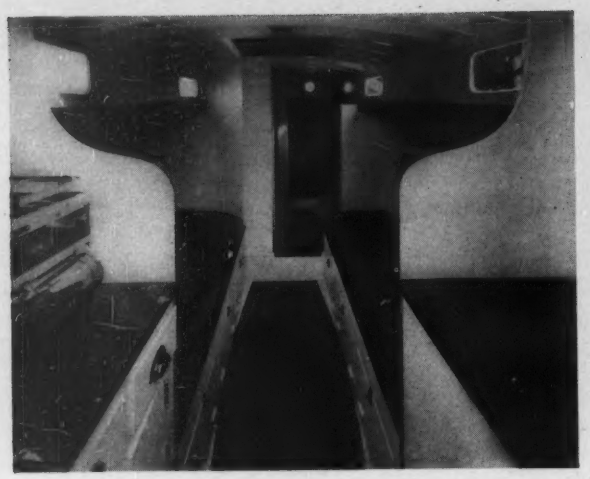
Then there is another development which is rather new in the auxiliary field. We have had stock power cruisers for years, and anyone who wanted one could go and look at the real thing: a boat. But with very few exceptions, anyone who wanted a new auxiliary in the past had nothing but a set of plans or possibly a half completed boat to look at. This year the situation is quite different. Builders have rushed the first of the new little auxiliaries to completion and hurried them off to boating centers so that those interested can see a boat rather than a set of plans.

We realized what this means to the prospective buyer as well as to the designer and builder when we went out to City Island to see the first of the new Sparkman & Stephens' Islanders. There we met three other yachtsmen who had jumped at the first opportunity to see the new boat. One was an old-timer who had sailed and raced successfully for many years. He wanted a boat for class racing, day sailing and an occasional short cruise. The second was a younger person, who wanted a boat for cruising and over-night racing. The third was a man who had only recently been bitten by the sailing bug. He had had a day sailing boat and wanted to go up a step. All three were interested in every aspect of the Islander and picked her over with a fine tooth comb. They went away with a very definite impression of what this little boat had to offer. But, if there had been nothing to see but a set of plans in a naval architect's office, we doubt very much whether they would have ever looked at all.

The biggest single feature of the Islander, we think, is the fact that she was designed by Olin Stephens. Having worked on everything from Frostbite dinghies to the *Ranger*, including strictly racing boats, strictly cruising boats, combinations of the two, and just about every other type that has been turned out in the last

Left — the first of the new Sparkman & Stephens designed Islanders sailing in November off City Island after the trip down from the yard of her builder, Henry Hinckley. She is 30 feet in length overall. Right — A deep roomy cockpit is one of the Islander's outstanding features

Rosenfeld Photos



Islander's cabin plan is conventional but utilizes every bit of available space. Headroom is 5' 10" and 6' in the galley

eight years, it is reasonable to suppose that he knows very well what is required in an all-round little auxiliary.

Fast hull form

Islander is 30' overall, 23' on the water line, 8' 4" beam, and 4' 9" draft, and carries 429 square feet of sail. She is in many ways like the well-known Week-enders which Sparkman & Stephens designed last year. Her ends are just a little longer, particularly aft where there is more angle to the transom and a little more sheer. She is quite full forward and on back to the middle of the cockpit. Aft of that point the top-sides curve in with quite a bit of tumble-home to prevent the stern from appearing at all boxy. In fact, one of the greatest differences between the Islander as well as most of the other 1939 crop of little auxiliaries and the older vintages is that the modern boats have none of the appearance of boxy hulls built around a set of cruising accommodations. An easily driven hull was developed first and the accommodations fitted in afterward.

Islander's cabin trunk does not sacrifice appearance to convenience and room below decks. Not even a half inch less of height or width would have made her look any better. There is loads of room to walk forward alongside the trunk and after arriving, there's plenty of room to handle headsails and ground tackle without stepping into or tripping over a forward hatch.

Like the Week-ender, one of the most distinctive features of the Islander is her deep roomy cockpit. Rightly enough her designers reasoned that since there are a good many more man hours spent in the cockpit than in any other one part of a small auxiliary, why not have it as comfortable as possible. Sitting comfort whether on an even keel or heeled over depends upon some support for your back and to provide real support, the cockpit seats of the Islander are dropped far enough down to accommodate seat backs, ranging from twelve to eighteen inches deep. The deep cockpit also provides excellent protection against wind, spray and other elements in a hard chance to windward.

Large working jib

Another outstanding feature of the Islander, to our way of thinking, is her sail plan and the rigging detail. Her fore-triangle is very much like that of the New York "32's" with a large working jib overlapping the mast and a bit of the mainsail. There's nothing like a good big headsail to make a boat go to windward, and this jib has 137 square feet of canvas.

There is a permanent backstay, of course, something that has come to be almost a fundamental in modern cruising rigs. The finest thing about the staying of Islander's rig, however, and something unusual in smaller auxiliaries is the thoroughness of the job on the mast. It's a three panel rig with three shrouds to the deck, two comparatively short spreaders, and a V-strut with jumper stays. All of which provides what is needed to make the mast stand up straight under any combination of sail. Many small boat builders feel that they have done a good job when they succeed in keeping their masts in their boats, even if they are as crooked as a dog's hind foot. The narrow spreaders of the Islander enable a Genoa to be added to her sail inventory if desired, and her designers are also talking about a combination reaching jib and spinnaker.

With winches on the mast for both main and jib halliards, getting under way on this boat is just about the easiest trick imaginable. We've said so before and say again that handling sail on a boat of this size with a modern jib-headed rig is easier than on boats five, ten or even twenty feet shorter. Adequate deck space and room to get at what you are doing from all angles is the reason for it.

Tender carried on cabin trunk

Before going below on the Islander, there is one more point: she can carry an eight foot pram tender, bottom up atop the cabin trunk. If you don't think that means much do some cruising or over-night racing on a boat like this, and see how convenient it is to have your tender atop the trunk and nowhere else.

Everyone wants to know how much room there is below on every small cruising boat. Most people wish there was more but usually its a case of compromise between the room obtainable and what the owner's check book will stand, and between the accommodations below and the factors that make for speed in hull design. We can't have everything.

However, Islander's designers have performed a fine juggling act and turned out a serviceable all round layout, designed to meet the requirements of the average owner. The galley is aft, of course, the main cabin is in no way cramped, the toilet is enclosed and every available bit of locker space is utilized.

Under the companion hatch in the galley where you really have to stand up straight there is over six feet of headroom. Farther forward in between the berths it is only 5' 10" but that's enough for a good many people and there is liberal sitting headroom between the berths and the deck carlins all the way out to the side.

Stove slides on track

The galley has all the essentials, a fairly good sized ice box, small sink, two burner pressure alcohol stove and enough locker and shelf space for ordinary needs. Not much of the fore and aft length of the boat has been given over to the galley, but some of the dresser top space has been made doubly useful by mounting the stove on sail slides and track and pushing it well back under the deck when not in use.

There is a hatch in the center of the cabin trunk providing excellent ventilation and plenty of light in the cabin and a table which stows in back of the port berth when not in use. Long narrow shelves behind the berths have not been forgotten and will be a welcome refuge for all sorts of do-dads that find their way aboard.

Pipe berth forward

There is a pipe berth forward on the starboard side and if, as most owners will probably do, this is used as stowage space, there's loads of room for gear and equipment up forward. If it has to serve as a berth very often, however, there will probably be a bit of equipment overflowing from the fore-peak back aft. Some of the lockers in the toilet room are a little on the small side but every bit of available locker space has been utilized.

Islander is powered with a Gray 4–22, a large motor for a boat of this size, and one which will push her along very easily at the limit of her hull speed, somewhere between 8 and 9 knots. Her gas tank capacity is 25 gallons, stored in a copper tank under the cockpit seats.

As for construction, white oak is used for stern, keel, sternpost and frames and the planking is Philippine mahogany fastened with bronze screws. Cuprinol preservative is used in all places in which dry rot might occur.

Workmanship throughout is good. We have seen better, but in the places that count most, the planking job, the mahogany trim, and in fact the whole exterior of Islander, is very good.

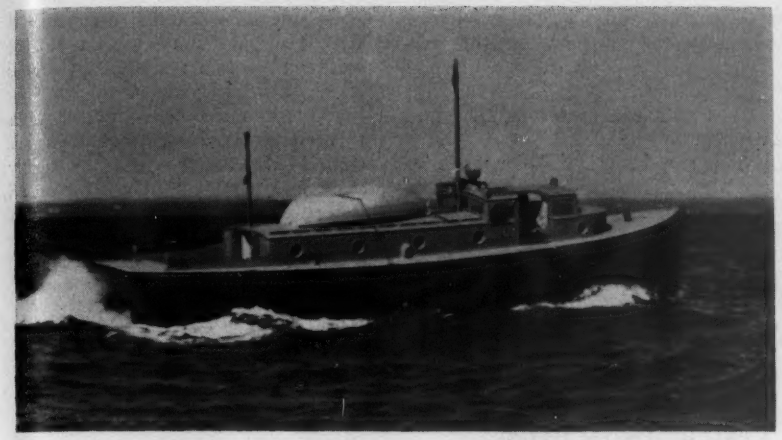
PALMER BUILDING A FOUR CYLINDER DIESEL

For the past several years officials of the Palmer Bros. Engine Company have been on the trail of a good medium duty Diesel engine which they could convert and put on the market under the well-known Palmer name, one of the oldest in the marine engine field. They have followed up several leads in the form of engines built primarily as industrial power units, and for hard work on farms, in the forests and in oil fields. There are several Diesel manufacturers whose engines have never been converted and utilized in the marine field at all, and the Palmer investigators tracked down all such likely prospects.

They bought one engine with an excellent reputation and had it sent to their plant in Cos Cob, Conn. There they ran dozens of tests on it but finally had to give it up as it was entirely too noisy and vibrated too much to come up to the standard of performance required in marine installations. Finally this engine was put to work in the Palmer plant turning generating equipment.

The Palmer crowd's idea just didn't get them anywhere in this country because they couldn't locate a non-marine diesel that seemed to have any conversion possibilities at all. So they went abroad to continue their search and in 1937 in England found an engine which measured up very well to what they wanted; a medium weight, medium duty engine which had as little knock and jar at the start of each power stroke as possible.

Last summer they brought over one of the English engines made by Russell-Newberry. It arrived in July and within a very few days Palmer had plumped it onto one of the engine beds of the 38-foot cruiser, *Blackhawk*, a round bottom craft designed by Eldredge McInnis of Boston. They wanted to find out in a test run just how the engine performed under actual running conditions. But it was to be no empty promotional stunt wherein a previously prepared telegram glowing with adjectives is sent to a high powered publicity man. For opposite the Russell-Newberry Diesel



The 38-foot cruiser "Blackhawk" which made a 2800-mile cruise testing the new Palmer 40 hp. Diesel

	Gasoline	*Diesel*
Model of engine	Palmer Pal	Palmer RND
Size of engine	4 x 5	4⅛ x 6
Weight	900#	1700#
Rated horsepower (1200 rpm)	30	40
Wheel size	18 x 14	22 x 14
Top rpm with this wheel	1200	1200
Idling speed	400	400
Gallons fuel burned (2835 mi.)	693	344
Gallons per hour	2.6	1.27
Total cost of fuel	$119.20	$24.34
Cost per hour	$ .44	$ .09

(Base oil — changed each one hundred hours — none added between changes in either engine.)

which turns up about 40 horsepower at 1200 r.p.m. was a Palmer "Pal" which puts out just about the same amount of power. The object was not only to test the Diesel engine but also to obtain some first-hand data with which to compare the cost of operation of gasoline and Diesel power.

Blackhawk took off from Cos Cob, Conn., and went directly to Halifax, a run of 650 miles. That's as far East as she went, but on the return trip she took it fairly easy, going well up into the Bay of Fundy and stopping off at dozens of harbors all down the coast. She logged 2855 miles and compiled the table of performance at the left.

Interesting ready facts disclosed by the table show that the Diesel burned about half as much fuel per hour as the gasoline engine at a fuel cost of about ⅕ as much. None of that, however, was as interesting to the Palmer engineers as the smoothness and quietness of the engine.

Since that trip the *Blackhawk* has continued to test the engines and the personnel of the Palmer factory are now hard at the job of reproducing the English engine. They are working under Russell-Newberry patents, of course, and developing the jigs and tools necessary to build the engine on a production basis.

The new engine utilizes the Bosch injection system and will have a closed system of fresh water cooling with a Harrison heat exchanger. A whole new cylinder block of more "streamlined" appearance has been developed for the Palmer version of the engine.

The most unusual feature of the engine is the odd shape of the piston and cylinder head. Instead of being flat or nearly flat like most pistons, the top is conical with the point of the cone becoming a cylindrical unit about 1½" in diameter. At the top of the stroke the piston rises up very close to the head with the little nub fitting up with very close clearance into a special combustion chamber. Thus, when the explosion comes the knock and jar which starts the power stroke strikes only the small area on top of the nub instead of the whole area of the 4⅛" piston. This explains the smoothness and comparative quietness of operation of this Diesel. It also aids materially in keeping the cylinders and combustion chamber free of carbon because lubricating oil working up past the rings does not readily climb on up the conical sides of the top of the piston.

The Palmer Diesel will be available with both 2:1 and 3:1 reduction gear.

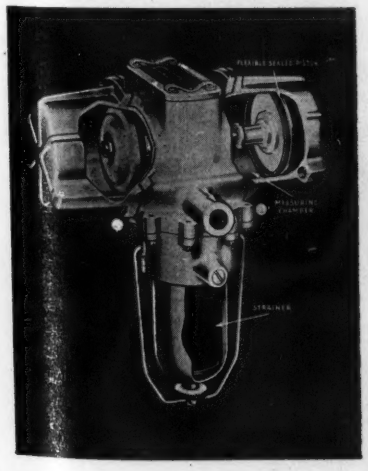
ACCESSORIES AND EQUIPMENT

A FUEL FLOW METER

HERE'S a gadget which should be right down the alley for all those intelligently meticulous yachtsmen who keep engine room logs and are really interested in their engine's performance. It's a new fuel flow meter made by S. F. Bowser & Co. of Fort Wayne, Indiana, the company which makes all kinds of measuring and computing pumps for service stations, gas boats, etc.

The gadget is called the Akraflo and it utilizes the volumetric displacement principle which the Bowser people tell us is the only really accurate means of metering liquids. They back up their statement with a guaranty of accuracy within 1 percent.

The Akraflo consists first of a strainer with extremely fine mesh which even blocks the passage of any water which might be in the fuel. Then there is a measuring chamber which is carefully calibrated to an exact size. At each end of the measuring chamber is a flexible sealed piston and as the fuel is forced or sucked through by the fuel pump the pistons move from one side to the other measuring and recording 1/10 of a gallon at each complete stroke. The instrument can be had either with a recording dial which is built integral with the meter or with a remote indicating dial which can be mounted on the boat's instrument panel or in any other convenient location. The latter is connected to the boat's electrical system.



All that may appear fairly simple but the difficult part of the job which the Akraflo has accomplished is separating and not measuring the little bubbles of air which often accompany the flow of fuel. Also it is a very flexible instrument, having an accurate working ratio of 40:1, that is, it meters accurately at fuel rates of from ½ to 20 gallons per hour with either gasoline or Diesel oil.

The Akraflo is actuated by the pressure or suction developed by the fuel pump. It is best to install it between the pump and the carburetor although on boats where there is gravity feed in addition to fuel pump pressure, it can be placed anywhere along the fuel line. It is best not to have the meter too close to the engine proper as heated gasoline, of course, expands and affects the accuracy of the readings.

The information supplied by the Akraflo obviously has many uses; checking gas consumption, checking rate of consumption per hour at various r.p.m., providing a ready total of gallons used throughout the season, and a means of keeping track of how many gallons remain in a tank which is otherwise difficult to measure.

A NEW THROTTLE CONTROL

ABOUT a year ago a most interesting and useful gadget called the Synchro-Lock was developed. This is

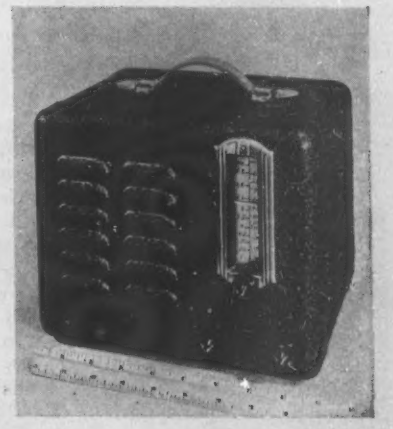
a comparatively simple mechanism which ties together the ignition systems of twin engines in such a way that once the engines are brought into or very nearly into synchronism with the throttle, by throwing a switch they are locked together and perfectly synchronized.

Many twin-screw boats installed the Synchro-Lock during the last year and in most cases they worked out very satisfactorily. However, in some cases difficulty was experienced either in attaining or in maintaining accurate enough throttle control to keep the system functioning smoothly. On many notched quadrant throttle controls the jump from notch to notch did not provide a fine enough adjustment. While on some frictional throttle controls the friction was not always sufficient to prevent vibration from throwing the throttle out of adjustment. Briefly, the manufacturers of Synchro-Lock found that inefficient throttle controls were throwing a few monkey wrenches into their installations. Therefore they decided to do something on their own hook about solving this difficulty.

The result is a simple but efficient frictional throttle control which might be described as a precision instrument. The friction element is a synthetic composition which will take and hold as fine an adjustment as the human hand can give it. All that is required to install this new control in existing equipment is one hole 1¼" in diameter to accommodate the friction element. The face plate is 2⅝" in diameter and the handle 5¼". The unit is chrome-plated.

A COMPACT PORTABLE MARINE RADIO

AMONG the big industries of the country, there is probably none which has developed faster than radio. In the home, in automobiles, and on the farm, receiving sets have been improved and developed so rapidly that the poorest today is probably better



than the best of ten years ago. At the same time, however, the requirements of small boat owners have been slighted. They have had to get along with auto-sets which drew too much current and which were prohibited by law from including some of the wave-bands most useful to boat owners, or with farm sets which required more space for cabinet, batteries, etc., than could rightfully be given up to them on the smaller boats where space is at a premium.

At last, however, a radio manufacturer has seen the light and has developed a light, compact, portable and inexpensive radio built specifically around the requirements of the smaller cruisers, auxiliaries, etc. This set has been worked out by the Soundview Marine Co. of City Island, N. Y.

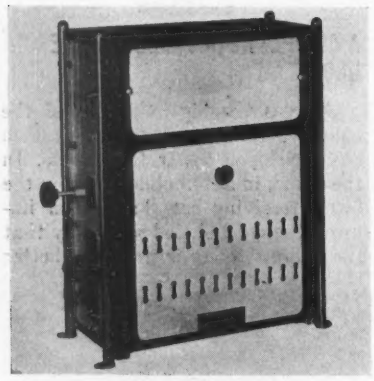
The complete set, batteries, speaker and everything else, is included in a cabinet only 9½″ wide, by 7″ high, by 7½″ deep. It weighs only 17½ pounds. By using the latest type of small, low current drain tubes, six little flashlight cells and a standard "B" battery provides all the juice required. In fact, a single flashlight cell is all that is actually required, the other five merely adding to the length of life of the battery equipment. The six cells are good for 100 to 150 hours use and the "B" battery for 300 hours.

The set covers the standard and short wave bands of 550 kilocycles to 6 megacycles and receives regular broadcasts, local and foreign short wave stations and Coast Guard weather forecasts, without which it would not be a real marine set.

The set and its cabinet have been constructed to resist the action of water and dampness. Being entirely self contained it can be used on deck or in various parts of the quarters below.

A PRESSURE ALCOHOL HEATER

HERE'S something which should be a mighty handy thing aboard boats in commission in the spring and fall and



for cool and damp days in the summer. It's a pressure alcohol heater, with burner, fuel tank and everything else included. The exterior has a rust-proof vitreous enamel finish, the burner is made entirely of bronze and the fuel tank is thoroughly insulated from the burner.

The heater measures 6″ x 14″ by 14″ and can either be bolted down in a permanent location or stowed away when not in use. The E. J. Willis Company are handling it.

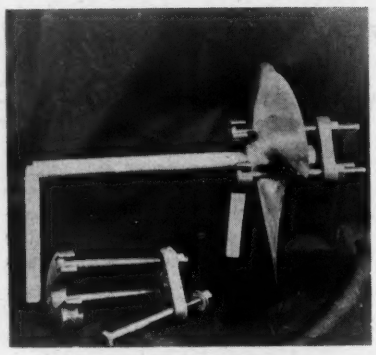
A HUSKY HATCH HANDLE

HERE'S another improvement that somebody should have thought of years ago but didn't. It's a handle for hatches and floor boards with a big ring providing a real grip and put together strongly enough so that when you give a heave the hatch comes up along with the handle.

Wilcox, Crittenden & Co. make this gadget and it's all bronze. It sets in flush and is absolutely water-tight.

A PROPELLER PULLER

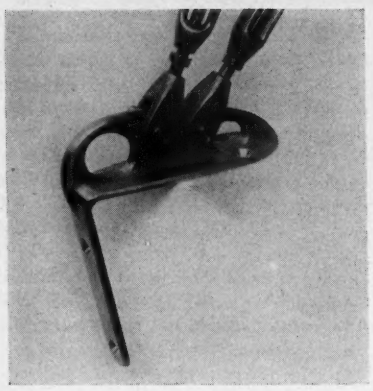
MANY a propeller and shaft has been brutally injured, and sometimes



thrown out of pitch by being pounded unmercifully in removing the propeller from the shaft. It's often a tough job for those who do it the hard way; with nothing but a hammer and wrench.

This new Propeller Puller made by the Columbian Bronze Company is the easy way. It handles both two and three bladed wheels and is available in a complete range of sizes to handle propellers from 10″ to 50″ in diameter. It strikes us as almost a necessity for boat yards and a mighty handy thing for every owner to have aboard.

A PRACTICAL STEM FITTING



WE'D like to have a dollar for every jib and headstay turnbuckle we have seen ruined as a result of making a painter or towline fast around them "for just a few minutes." The few minutes stretch into an hour, the towboat starts off with a jerk or someone jumps from the dock to the deck of the small sailboat bringing the painter up taut with a jerk. Under any of those circumstances and dozens of others turnbuckles can very well be broken or badly bent.

Of course, a boat lies much better with the painter made fast to the stem and a line made fast there is all right for easy short towing jobs but don't make fast around your turnbuckles. Wilcox, Crittenden has come to the rescue with a thoroughly sensible stem head fitting for small sailboats. It provides an eye ahead of the turnbuckles for a short painter as well as the regular eye behind for the tack of the jib.

HIGHLIGHTS AT THE SHOW — BE SURE AND SEE —

The new Western Electric "Midget" Radiotelephone. It has a 7 watt transmitter, handset control, and most of the other features of the larger Western Electric equipment with the exception of selective ringing aboard your own boat and no other.

* * *

The new Maxim Silencer mufflers for little air-cooled inboard engines. They can be used with exhaust line sizes from ½″ to 1¼″ diameter.

* * *

The new hydraulic controls on the Baltzer Boats. They handle both steering and engine controls. There are no moving parts, rods or wires.

* * *

The Earth Inductor compass General Communications is handling. It has overcome the former objections to compasses of this type in that it need not be kept on a horizontal plane and returns to its correct heading within a half second after a sharp movement of the vessel.

* * *

The Goodrich "segmental type" shaft bearings. They have the same soft rubber bearing surface as the Goodrich Cutless Rubber Bearings and are easier to renew.

* * *

The new inexpensive speed indicator for small sail boats made by the Mile-O-Meter Co. It uses a small battery and utilizes the flow-meter principle.

* * *

The new wire rope made of the International Nickel Company's new "Z" nickel. It does not corrode, is strong and resists stretch, yet is easy to splice.

* * *

The E. J. Willis Company's new kerosene stove and their underwater exhaust. The latter does not cause back pressure, continues to operate when the boat is reversed and permits elimination of the muffler.

* * *

The demonstration of how Cuprinol, the wood and canvas preservative prevents mildew. This will be shown in W. & J. Tiebout's booth.

THE DYER DOT: A TINY TENDER

ABOUT a year ago Bill Dyer, grand maestro of The Anchorage, Inc., of Providence, R. I., and one of the leading exponents of Frostbite Dinghies and other types of tenders and small boats, developed a little 7½ foot skiff made of waterproof plywood. It was designed with an eye toward both rowing and sailing but principally for tender service on the thousands of comparatively small yachts which need a tender but haven't got room for a very big one. About thirty of the little Dots were built last year and Dyer kept fairly close track of them to see how they worked out and what improvements might be made in them.

Their owners were very enthusiastic and as a final test the hurricane had several of them flying through the air. In all but one instance they were recovered practically unscathed, a much better showing than that of other small boats subjected to the same treatment.

The stem, keel, chines, and bottom chafing strips are of white oak. The transom and seats are of varnished mahogany, and the planking is waterproof plywood, which provides great strength with minimum weight. The sides and the bottom are seamless and each of a single strip of plywood. The arc bottom makes the boat very rigid.

The Dot weighs about 48 pounds which makes it the lightest yacht tender yet developed, as far as we know, and yet it can be rowed or operated with a little outboard motor

with three adult passengers. The sailing model pictured here has a mildew-proofed orange colored sail made by Ratsey & Lapthorn. The spars are of spruce and the gaff is fastened to the mast with an ingenious device which eliminates halliards and shrouds. It should be a fine little boat for sailing about harbors and for one-design racing among youngsters.

Spruce oars and rowlocks are standard equipment, not extra.

MAKE FAST TO AN ESSOMARINE DOCK

...and Essomarine will make you faster!

BOUND south along the Inland Waterway? Planning a sea-frolic in Florida waters? No matter where you cruise, there's an Essomarine sign within hailing distance. And that sign has solid fathoms of sea-going reputation under it.

Economical? Aye, aye, sir! Essomarine fuels and lubricants will save you many a doubloon by giving you more knots per gallon and keeping your craft's engine shipshape on all watches. Essomarine seals wide piston clearance and prevents wasteful "blow-by." It prevents costly and untimely engine breakdowns resulting from poor lubrication. Sludge and such nautical headaches won't jonah the boat that stops regularly at the Essomarine sign.

For more time on the briny and less time on the ways, toss your bow-line to a ready attendant at any one of the many Essomarine docks that distinguish the best anchorages from Canada to Florida waters. He'll outfit your vessel with Essomarine fore and aft... and Happy Cruising!

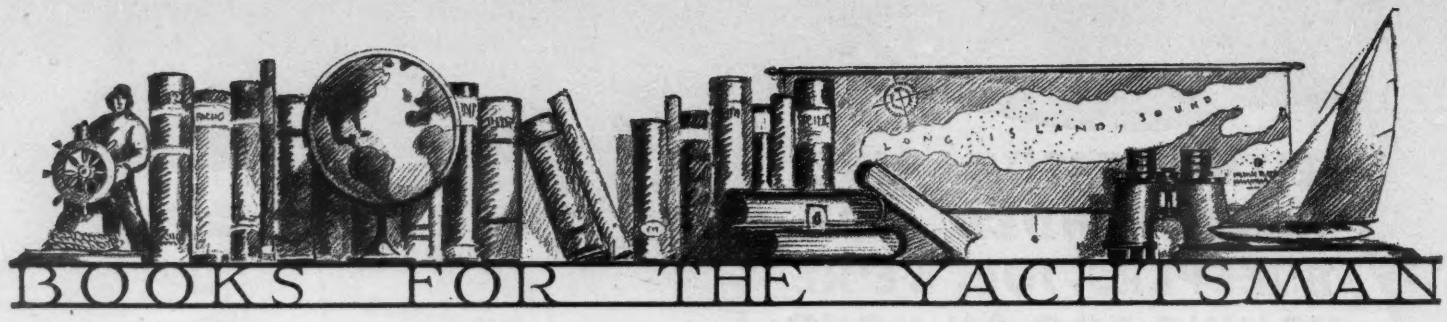
DON'T MISS THE ESSOMARINE BOOTH

NATIONAL MOTOR BOAT SHOW, GRAND CENTRAL PALACE, NEW YORK, N.Y.

JANUARY 6–14, 1939

Essomarine
REG. U.S. PAT. OFF.
OILS & GREASES

The Essomarine sign identifies marine dealers selling products of the following major oil companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company Incorporated in Kentucky—Standard Oil Company (Ohio)—Humble Oil & Refining Company—Imperial Oil, Limited (in Canada). *Direct inquiries to Essomarine, 26 Broadway, New York City.*



WINGS ON THE ICE

By Frederic M. Gardiner

(Yachting Publishing Corp., New York, $3.50)

THE ice boating enthusiast who wishes to build an ice boat today with the thought in mind of racing her, or merely for the pleasure of building and sailing her, is fortunate in having such a reference book as *Wings on the Ice*, written by Frederic M. Gardiner.

Not since *Ice Boating*, by Herbert L. Stone, published a good many years ago and still occupying an important place on my bookshelf, has anything been published in book form on this popular and rapidly growing winter sport.

I feel that this book will do much to promote interest in ice boat building, sailing and racing, and that it will encourage the design and construction of boats which will really sail! The book should also assist its readers in deciding which of the various types of ice boat best suits each individual, as the advantages of each type are clearly discussed.

Until this book was published, all our knowledge of the handling of an ice boat was gained through years of sailing experience. Chapter III, which is devoted to this branch of the subject, is well done and should enable one who has read it with attention to sail an ice boat reasonably well after a few weeks of practice.

The illustrations are excellent and show clearly how to rig an ice boat properly, as well as what takes place when she is under way. I think that the author, Fred Gardiner, and the publishers, have done a big job in a fine way; and I know that this book will be well received both by ice boatmen in the making, and by experienced ice boat sailors, as a live contribution to the literature of ice boating.

GEORGE J. SEGER
Commodore, Lake Hopatcong Ice Yacht Club

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SONGS OF AMERICAN SAILORMEN

By Joanna C. Colcord

(W. W. Norton & Company, New York, $3.50)

SOME fourteen years ago, Miss Colcord published *Roll and Go*, a fine collection of shanties with words and music and a running comment. The new book, revised and greatly enlarged, contains all the shanties and sea songs of the earlier volume and a number of additional ones which she has dug up since it came out.

A book like this should be written by a sailor, one who has spent many years in deep water ships. The author meets this specification as she was born in the cabin of her father's ship in the South Seas and spent practically all of the first eighteen years of her life at sea, most of the time trading between New York and China ports. "She heard the greater part of the shanties and forecastle songs sung on shipboard and the material with which she was not familiar has been received from the lips of seamen living today," to quote from the introduction written by her brother, Lincoln Colcord.

The book is divided into Short-Drag Shanties, Halliard Shanties, Windlass or Capstan Shanties and Forecastle Songs, each section with an attractive drawing by Gordon Grant. Both the words and the music are given and, in some cases, variations of the words and similar songs. They include both the work songs (shanties) and those sung after the day's work was over and range from "Paddy Doyle" to "Leave Her, Johnny, Leave Her." All the old favorites will be found in the collection, "Blow the Man Down," "Sally Brown," "Whiskey, Johnny" (which is said to date back to Armada days, being then "Malmsey, Johnny"), "In Amsterdam There Lived a Maid," "Rio Grande" and a host of others. Some of the old time shanties have completely disappeared, for instance, "Captain Gone Ashore," mentioned by Dana in his *Two Years Before the Mast*, or "Come Down, You Bunch of Roses, Come Down." Songs of the fishermen, the whalers and the sailors of the Great Lakes are also included as well as old (and new) songs of the navy like "The Stately Southerner," a ballad of John Paul Jones, "Ye Parliament of England," a catalog of the naval fights of 1812 (good for a fight whenever there happened to be an Englishman in the forecastle), and the modern "The Countersigns." Shanties are a part of folk lore and that is still being made as "King Edwards," brought home from the West Indies last winter, evidences.

Scattered through the volume are reproductions of American sailing vessels, mostly from paintings on the walls of Sailors' Snug Harbor which have not been reproduced before. This fascinating book is attractively printed and belongs on every yachtsman's bookshelves.

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THE YACHTSMAN'S WEEK-END BOOK

By John Irving & Douglas Service

(J. B. Lippincott Company, Philadelphia. $2.50)

THIS book contains an amusing mixture of frivolous entertainment and serious advice to the amateur sailorman. Being written by two Britishers, some of it is too British for application to American waters. Such chapters as "Ships That Pass," describing the rigs of various sailing craft and illustrated with silhouettes, is merely of academic interest to a Yankee. But this is followed by several chapters full of sound advice and pertinent information that applies wherever there is water enough to float a boat. Such matters as stores and provisions are touched upon as well as weather portents, piloting, elementary astronomy, rules of the road, knotting and splicing, repairs to ship and crew and so on. Signals, flag etiquette and tables of breaking strain of wire and rope are distinctly valuable, as is a chapter on sea cookery, in smooth water and in a hard blow.

For entertainment, there are the words and music of many old chanties and sea songs, ranging from "Paddy Doyle" to the magnificent "Spanish Ladies" and including such old favorites as "Blow the Man Down," "Shenandoah," "Whiskey, Johnny" and many others. Then there is an anthology from authors ancient and modern, arranged according to the Beaufort Scale.

Altogether an interesting book for the yachtsman's library.

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WHALE SHIPS AND WHALING

By Albert Cook Church

(W. W. Norton & Company, New York, 1938, $3.75)

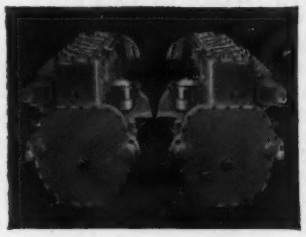
WE OWE something to fortune that *Whale Ships and Whaling* has made its appearance between covers. Undoubtedly it was begun as a labor of love. Albert Cook Church, who is descended from a New Bedford seafaring family, resolved more than fifty years ago to preserve a photographic record of the New England whaling industry. Many of the pictures in the present volume are his own work. Others, mainly photographs of whaling operations at sea, were taken by ships' officers to whom he entrusted cameras and equipment for use as occasion permitted. This series of 200 photographs, a unique memorial to a vanished industry, was selected from his collection of 40,000 prints and negatives.

Many months of work were required to restore some of the old wet plate prints which had been almost obliterated by the passage of time. Others, exposed to the hazards of whaling voyages, were put together like mosaics from bits of broken glass. A further peril to the whole enterprise was averted by sheer good luck. Mr. Church removed the final lot of photographs for delivery to his publishers only the day before the building in which he kept his collection was wrecked by the hurricane last September.

The result as it stands here is a complete and extraordinarily beautiful photographic history of whaling—from the building and fitting out of the

With additional series of new engines, exclusive improvements, greater range of powers

SCRIPPS LEADS
IN QUALITY AND VALUE



NEVER in its entire history has Scripps offered such an imposing array of fine marine engines, with more models than ever before, more refinements and more safety features.

The accumulated experience of more than 33 years, is reflected throughout the 1939 line, which brings to boat owners new standards of performance, economy and value.

The entirely new engines that have been added are typically SCRIPPS in the correctness of their design, the mechanical perfection of their detail, and in the important advancements considered by SCRIPPS as necessary for greater safety. They are triumphs of marine engineering. They are sensational in the beauty of their styling and the simplicity of their assemblies. They anticipate and magnificently fulfill the needs of modern boat building.

From the new, compact four, developing 10 horsepower, to the admirable 316 horsepower V-12, there is, in between, a long list of fine engines—fours, sixes, eights and twelves—in the widest variety of powers, sizes and speeds.

Through this large increase in choice of models, the well known SCRIPPS dependability and economy of operation are made available to a greater number of boat owners, at a price well within the average budget.

Let us tell you why a SCRIPPS is your best choice, the engine you will enjoy to operate and be proud to own

SCRIPPS MOTOR COMPANY, 5833 Lincoln Avenue, DETROIT, MICHIGAN

High quality engines since 1906

SCRIPPS 1939 MOTORS

SERIES 30—4 cylinders; Bore 3 1/4"; Stroke 4"; Piston displacement 134 cu. in.—Available in Medium speed, 30 h.p.—High speed, 50 h.p.—Reduction gear ratios 1.5 to 1, 2 to 1, 2.5 to 1, 3 to 1.

SERIES F-4—4 cylinders; Bore 3 3/4"; Stroke 5"; Piston displacement 220 cu. in.—Available in Medium speed, 53 h.p.—High speed, 81 h.p.—Reduction gear ratios 2.03 to 1.

SERIES 90—6 cylinders; Bore 3 3/8"; Stroke 4 1/8"; Piston displacement 221 cu. in.—Available in Medium speed, 70 h.p.—High speed, 90 h.p.—Reduction gear ratios 1.5 to 1, 2 to 1, 2.5 to 1.

SERIES 40, STANDARD V-8—8 cylinders; Bore 3 1/16"; Stroke 3 1/4"; Piston displacement 221 cu. in.—85 h.p.—Reduction gear ratios 1.5 to 1, 2 to 1, 2.5 to 1, 3 to 1.

SERIES 40, MERCURY V-8—8 cylinders; Bore 3 1/16"; Stroke 3 1/4"; Piston displacement 239 cu. in.—95 h.p.—Reduction gear ratios 1.5 to 1, 2 to 1, 2.5 to 1, 3 to 1.

SERIES 60, ZEPHYR V-12—12 cylinders; Bore 2 3/4"; Stroke 3 1/4"; Piston displacement 267 cu. in.—110 h.p.—Reduction gear ratios 1.5 to 1, 2 to 1, 2.5 to 1, 3 to 1.

SERIES 100—6 cylinders; Bore 4"; Stroke 4 1/4"; Piston displacement 320 cu. in.—Available in Medium speed, 83 h.p.—High speed, 97 h.p.—Reduction gear ratios 1.5 to 1, 2 to 1, 2.5 to 1.

SERIES F-6—6 cylinders; Bore 3 3/4"; Stroke 5"; Piston displacement 331 cu. in.—Available in Medium speed, 81 h.p.—High speed, 120 h.p.—Reduction gear ratio 2.03 to 1.

SERIES 150—6 cylinders; Bore 4 1/4"; Stroke 5 1/4"; Piston displacement 447 cu. in.—Available in Medium speed, 120 h.p.—High speed, 169 h.p.—Reduction gear ratios 1.5 to 1, 2 to 1, 2.5 to 1.

SERIES 160—6 cylinders; Bore 4 1/2"; Stroke 5 1/4"; Piston displacement 548 cu. in.—Available in Medium speed, 143 h.p.—High speed, 166 h.p.—Reduction gear ratios 2.03 to 1, 2.43 to 1.

SERIES 170—6 cylinders; Bore 4 3/4"; Stroke 5 3/4"; Piston displacement 611 cu. in.—Available in Medium speed, 153 h.p.—High speed, 186 h.p.—Reduction gear ratios 2.03 to 1, 2.43 to 1.

SERIES 200—6 cylinders; Bore 5"; Stroke 5 1/4"; Piston displacement 677 cu. in.—Available in Medium speed, 167 h.p.—High speed, 220 h.p.—Reduction gear ratios 2.03 to 1, 2.43 to 1.

SERIES 300, V-12—12 cylinders; Bore 4 1/4"; Stroke 5 1/4", Piston displacement 894 cu. in.—Available in Medium speed, 250 h.p.—High speed, 316 h.p.

Rubber mountings available on all models

SCRIPPS MARINE ENGINES *10 to 316 h.p. each, up to 600 h.p. in TRUE-TWIN installations.*

and...*more of them!*

That's what you will see in the 1939 line of Wilcox-Crittenden Fittings and Gadgets.

Cleats to Mooring Hooks—Lights to Stoves—Anchors to Pumps—Blowers to Boarding Ladders. They're all ready to give you new pleasures and comforts when boating.

At the New York or Chicago Motor Boat Shows you will see these items in practical, workable displays. At your dealers you will find them awaiting your inspection.

In our 1939 Catalog—to be issued soon—you will find the full line illustrated and described.

Make two resolutions now—first, to outfit with "Dependable" Marine Fittings—second, to start right away, so you can be ready for an early launching!

WILCOX, CRITTENDEN
& COMPANY, INC.
MANUFACTURERS OF DEPENDABLE MARINE HARDWARE SINCE 1847
10 South Main Street, Middletown, Conn.

vessels at New Bedford to their return, often years later, full to the hatches with a cargo of whale oil. There are whale ships under full sail, ships on the ways or hove down for repairs, close-up details of rigging and gear, a full pictorial record of the construction of whale boats and tryworks, priceless scenes of life at sea on the whaling grounds, with the whales alongside, the cutting in, bailing the case, and the operation of the tryworks. The detail photographs, most of them of comparatively recent date, are clear enough to be useful to model builders. But many of the older photographs are surprisingly effective. None more so, perhaps, than a view of the ship *Niger* under full sail, from a negative made about 1880.

The accompanying text by Mr. Church gives a brief history of the whale fishery, a descriptive analysis of whale ships and their construction, an account of the technical business of cutting in and trying out, and the division of profits at the end of the voyage. There is a section at the end of the volume containing plans and specification for whale ships, and the end papers reproduce two facing pages from the logbook of the whaler *Royal William*, dated 1834. On the whole, this is a beautiful piece of book making. Except for the lack of a list of illustrations, it is hard to see how it could have been better done.

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THE BEAUTY OF SAIL

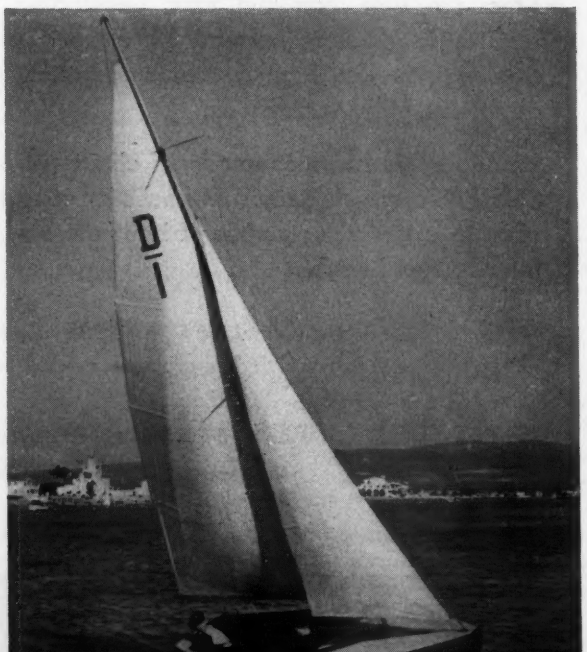
Pictures by Beken, Words by Uffa Fox

(*Charles Scribner's Sons, New York. $10.00*)

WHILE we challenge the statement on the jacket flap that "F. W. Beken is the greatest of all marine photographers," he is certainly one of the leaders and has long been in the front rank of the men who go afloat with their cameras. In this handsome book, he has given us 132 photographs chosen from the more than 20,000 in his collection. With a single exception in which two pictures of Cowes are placed together, each of these fine pictures is given an entire large page to itself, a pertinent commentary by Uffa Fox being printed on the facing page.

The pictures range from a sailing canoe to a German square-rigger and from the Marquis of Ailsa's veteran *Bloodhound*, built by William Fife in 1874, to *Endeavour II*. The grand old *Britannia* is shown in her various rigs, from her original gaff mainsail with its huge club topsail to the Marconi rig she wore at the end of her career.

Other old timers are there, such as *Calluna*, *Iverna* and *Valkyrie* in 1893; *Ailsa* and *Navahoe* of the same period; *Satanita*, the biggest cutter ever built, and others. The 3-tonner *Chittywee* was photographed in 1883, probably one of the earliest instances of "instantaneous" photography. While the large yachts predominate in this collection, there are a number of shots of the small fry, down to the dinghies. And every illustration in the book is a handsome picture, many of them exceptionally beautiful.



One of the Dolphin Class built by the South Coast Boat Building Company, of Newport Beach, Calif., from designs by Philip L. Rhodes of Cox & Stevens, Inc. The Dolphins are a round bilge, fin keel type and have 450 pounds of outside iron ballast and carry 175 square feet of sail. The boat's length over all is 19 feet

BRITISH YACHTING NOTES

A MEETING of the Permanent Committee of the International Yacht Racing Union was held in London on November 15th and a number of points of more or less interest came under review.

At the International Conference, which was held in September, 1937, powers were delegated to the Permanent Committee to invite the Royal Ocean Racing Club and the cruising clubs of America, Scandinavia and Germany to consult with a view to formulating a rating rule suitable for cruising yachts, and eventually to become an international rule for cruising and ocean-racing craft throughout the world. It was not anticipated, at that time, that the rule could shortly be established, but the conference felt that international agreement was a practical ideal and would enhance the popularity of yachting.

During the time since September, 1937, there does not appear to have been much serious interclub consultation in response to the Permanent Committee's invitation but, on the other hand, it would seem that the various clubs have been approaching the problem independently. The only definite proposal — in fact, the only proposal — which was placed before the meeting, came from the group of Scandinavian countries, while the North American Yacht Racing Union forwarded the following opinion relative to the question:

"In regard to the 'International Rule of Measurement for Yachts of Cruising Type,' I would say that on this subject American sentiment is not sufficiently crystallized for us competently to advise you at this time. The Cruising Club of America has appointed a committee to look into the whole subject. That committee has not yet arrived at definite conclusions concerning the Rule to such an extent as surely to warrant having a delegate attend the meeting of the International Yacht Racing Union scheduled for November 15th, and the instructions to such delegate if one is to be sent are still unformulated."

The attitude of the Royal Ocean Racing Club was practically the same and the club was not represented at the meeting.

The following was the Scandinavian proposal:

The formula shall be $\frac{L+\sqrt{S}\pm B+D+P+A+C-F}{2.1}$ = Rating.

L, Length is to be measured at a height at 2 per cent of the L.W.L. above the W.L. The differences in the girth at the bow and the stern are to be added in the same manner as in the International Rule, the coefficients being 1.0 at the bow and ⅓ at the stern.

S, Sail Area. The sail area is to be measured as in the International Rule. The rules for rig allowances and height of sail plan shall be in accordance with the American Rule.

B, Beam. The base beam shall be 0.24 (L+0.60 metres) and is to be measured as in the American rule. The measurement shall be taken at 0.55 L.W.L. from the fore end. Yachts with less beam than the base beam shall have the difference multiplied by 2 and added in the formula. Yachts which have more beam shall have the difference subtracted in the formula.

D, Draft. The base draft is to be measured from a plane 2 per cent above the W.L. and shall be *L* of the formula multiplied by 0.15 and 0.50 of a metre added. If the actual draft is more, the excess multiplied by 3 shall be added to the formula. If the actual draft is less, there shall be no allowance.

P, Displacement. The minimum displacement shall be $(0.20\ \text{L.W.L.}+0.15\text{m})^3$. If the actual displacement of the yacht is less, the difference between the cube root of the actual displacement and the cube root of the minimum displacement is to be multiplied by 2 and added in the formula.

A, Bow Profile. If the horizontal distance between the bow end of the W.L. plane and the end of the measurement (*L*) plane is more than 2.5 times the vertical distance between the planes, the excess shall be added in the formula. If the distance is less than 1.5 times the vertical distance, the deficiency is to be added in the formula.

C, Cut Stern. Should the *L* plane intersect the stern transom, 0.5 of the distance from the center line at the edge of the transom at the point of intersection, shall be added in the formula.

F, Freeboard. Shall be measured at the bow and stern endings and midship at 0.55 L.W.L. from the fore end. The average is the *F*. If the yacht has a rail, 0.5 of the rail height is to be added to the *F*. The rail height is not to be credited for more than 15 cm.

Scantlings. New rules for scantlings, based on longitudinal and transverse numerals, are to be framed.

Centerboard and free hanging rudder shall not be allowed.

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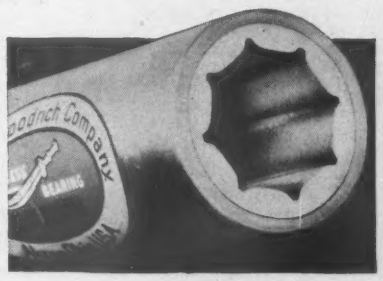

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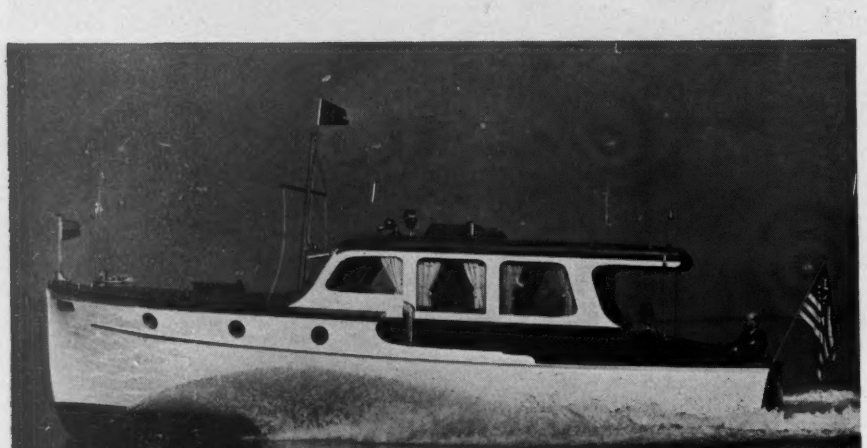

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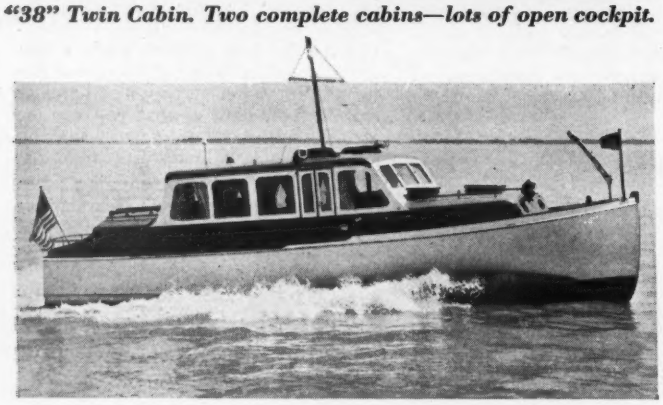

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"46" Double Cabin. One of the most beautifully designed and completely appointed cruisers afloat.

You'll find all of these features only in a 1939 Matthews!

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It will be seen that the Scandinavian proposal bears a very strong resemblance to the American rule in so far that their "construction" is similar and that in each case the rule may be regarded as being of the "type-producing" order. The conclusion was come to that a committee should be appointed composed of representatives from Norway, Sweden, Germany, Holland and England to go into the question, in consultation with the Cruising Club of America, with a view to bringing a concrete proposal before the Permanent Committee of the I.Y.R.U.

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A copy of a paper read by Mr. Karl Ljungberg before the yearly meeting of the Scandinavian Yacht Racing Union at Copenhagen on November 3rd, 1938, was placed on the table — and distributed — at the Permanent Committee meeting.

Coming from so great an authority as Mr. Ljungberg, the opinions expressed should be of the greatest value and I, therefore, do not hesitate to quote at some length from those passages which bear most directly on the adoption of a suitable deep sea rule. He writes as follows:

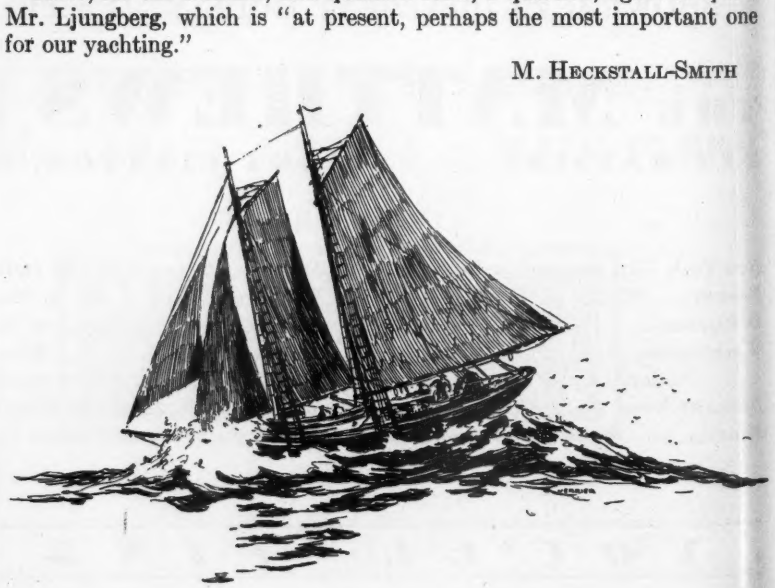
"When a new rule is to be made for 'cruisers,' the first question to be asked should be: 'What do we expect from a new rule? Or on what fundamental idea is it to be developed?' Even a hasty review of all the different rules which already exist" — with one exception he refers to later — "or proposals for new ones already made, shows that they all proceed from the idea that it is just *one* particular type of boat we want and that we, therefore, must *penalize everything that lies outside our preconceived opinions and give premium to that which agrees with our ideas*. But is this way of measuring correct? Does the person really exist who knows how the best cruiser should look? Isn't it possible that there may exist several types which have the same right of existence? And, last but not least, shouldn't there be a chance for developments so that new ideas may have the possibility to assert themselves . . . ? Is it right, then, to adopt a rule which completely aims at creating a certain definite type? Isn't it better to try to formulate a rule which permits different types and therefore aids the development? I want to stress that this is especially important for cruisers. In respect to these boats, there exist, and should always exist, different opinions. One person wants one thing, another something else. Both have just the same right to their ideas. The question is somewhat different in respect to pure racing yachts. In this case, one-design classes may be justified. They could give really good sport, even though the boats from other points of view — *e.g.*, seaworthiness — may not be so perfect. My opinion is, therefore, that if a new cruiser rule is to be adopted it should be such that it permits quite different types. . . . The question now should be: Should we attempt definitely to fix the type we want to encourage exclusively with a new rule? Or should we try to set up a rule which gives certain freedom of selection for prospective yacht owners, and at the same time promotes a certain development, even if this development may go counter to that which we, with a certain amount of self-esteem, consider to be the only right one?"

The exception to the "type-producing" rules to which he refers is that in general use in Germany, Holland and Britain, of which he writes: "To be sure, certain minor changes are even now desirable but, even in its present form, it has proved capable of bringing together yachts of very different types" adding, "We all know, however, that although a rule may combine different material in a satisfactory manner it does not of necessity follow that the same rule is satisfactory for new construction."

Mr. Ljungberg has, while giving his own opinion, stated the case for both schools of thought clearly and with great fairness and, in so doing, has provided a practical basis upon which the committee, when formed, can base its investigations.

There, for the moment, this question rests; a question, again to quote Mr. Ljungberg, which is "at present, perhaps the most important one for our yachting."

M. Heckstall-Smith



NEWS FROM YACHTING CENTERS

MASSACHUSETTS BAY FLASHES

By Ed Earle

THE numerous one-design Indian Class, the backbone of Boston Harbor interclub regattas for the past decade, which was buffeted about by the recent hurricane, is sailing back into the racing picture. Eight new boats are under construction, five of them at Reid's Winthrop yard. The owners include E. Harrigan, W. J. Reid, Jr., A. J. Landry and Rendle McNamara, of Pleasant Park; J. F. Dexter and Walter Perry, South Boston; William Scotson, Squantum, and Dr. Leonard Lee, of Wollaston. New Indians are also under way at Andover, N. H., and at the Quincy Adams Yacht Yard. Both McNamara and Scotson sold their former Indians to yachtsmen in Providence, and they are being used to form a fleet of Indians in Narragansett Bay. The old Indian champion *Peggy* and one or two others are already down in that section.

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Walter Perry's famous *Twono*, which was severely damaged in the "big blow," has been bought by Walter Hallett, who is having her rebuilt. Hallett's old *Ace* is being fixed up for Harry McDonough, the young South Boston skipper, who was runner-up last summer for the National Junior Sailing Championship off the Pequot Yacht Club. Last year's Indian champion *Kickapoo* is having new covering boards and a mast. Secretary Charles Graf's *Lark* came through with only one plank having to be replaced. The old *Mohawk* has had a new keel fitted and a general overhauling. She should be like new with ten new planks out of a possible dozen. Horatio ("Dutch") Holland has sold his *Navaho* to R. G. Sullivan, who used to sail the 18-foot Winabout *Schuss*. Dr. Lee, who did so well with the Snipe *Jeanne*, has named his new Indian *Hard-A-Lee*. She is being built by the Quincy Challenge Cup skipper George Rolt.

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The weather beaten honor of being the last yacht in Marblehead Harbor goes to Andy Hepburn's auxiliary cutter *Corineus*.

\+ + +

Dinghy racing at Marblehead got under way last month with seven of the new Shuman one-design "B's," turned out by the National Marine Company, Inc. It looks as if ten of the new dinghy fleet will be racing by the New Year. This class is a radical departure from the former "B's," having more freeboard, straighter sheer, harder bilges, deeper boards, side seats and foot ropes for the crew to use when hiking out. The original order included six for Marblehead and one for Detroit. Among the Marblehead owners are: John Timken (owner of Number One), James J. Storrow, 2nd, George Poor, Edgar Harding, "Art" Shuman and Pete Langmaid. This class will probably be an all-year fleet by being on the Marblehead racing program this summer.

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The 30-Square-Metres shape up as the important racing class this year at Marblehead. The latest addition to the "Thirties" is for E. Sohier Welch, the M-B Class champion, who has ordered a new boat through the office of E. Arthur Shuman, Jr. This new "Thirty" is now under construction at Oscar Schelin's yard at Kungsor, Sweden, and will be named *Evanthia*. She will arrive in Boston about April 1st and go to Graves' yard, Marblehead, for fitting out.

Shuman's office has also imported a new International One-Design from Norway for E. S. Burke, of Cleveland. On her arrival in Boston, she was scheduled to be taken to Lawley's and made ready for racing at Northeast Harbor. The International One-Designs are from the board of Bjarne Aas, of Norway. There are now 17 at Northeast Harbor, 21 in Long Island Sound, 5 in Bermuda and some 100 in England and Scandanavia.

The 48-foot twin screw Dawn Cruiser *Valda* has been sold from Frank B. McQuesten to C. R. Burt, of Hartford, through the Shuman office.

The Shuman-designed Single-Handers are making their appearance this year with yawl and sloop rigs. Arthur W. Stevens, former owner of the Thirty-Square-Metre *Essex IV*, has a new Single-Hander yawl under construction which will be christened *Essex V*.

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Brokerage business is at about the same level as last year. Custom designing is slacker but signs point to a sizeable increase in the next two

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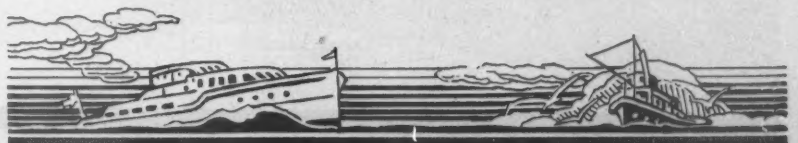

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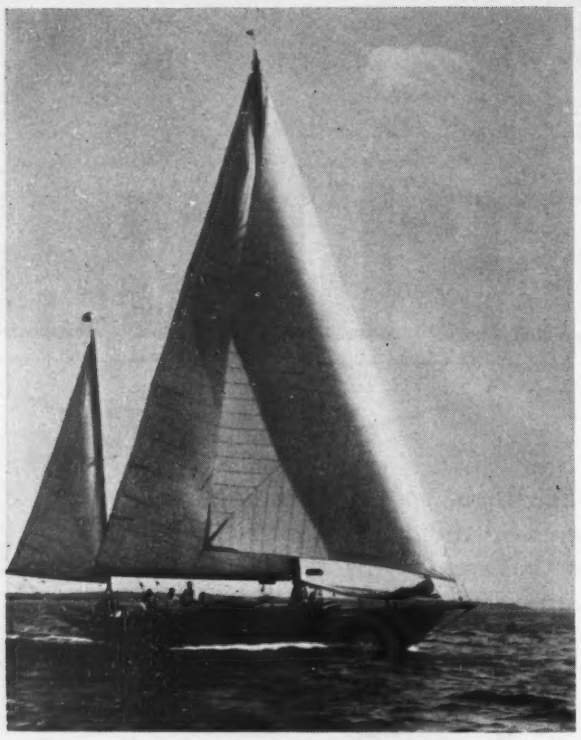

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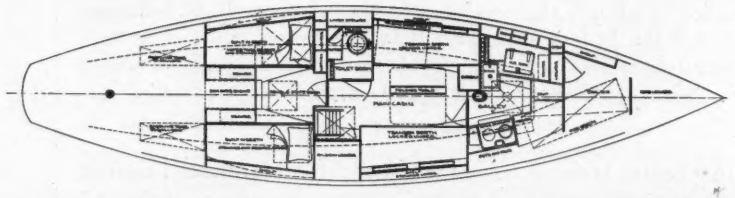

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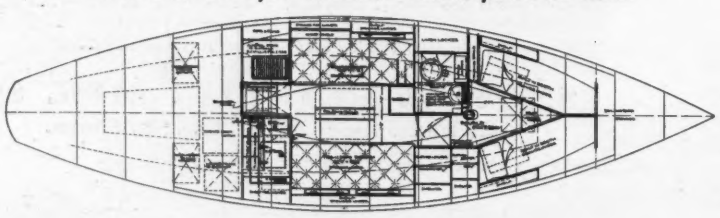

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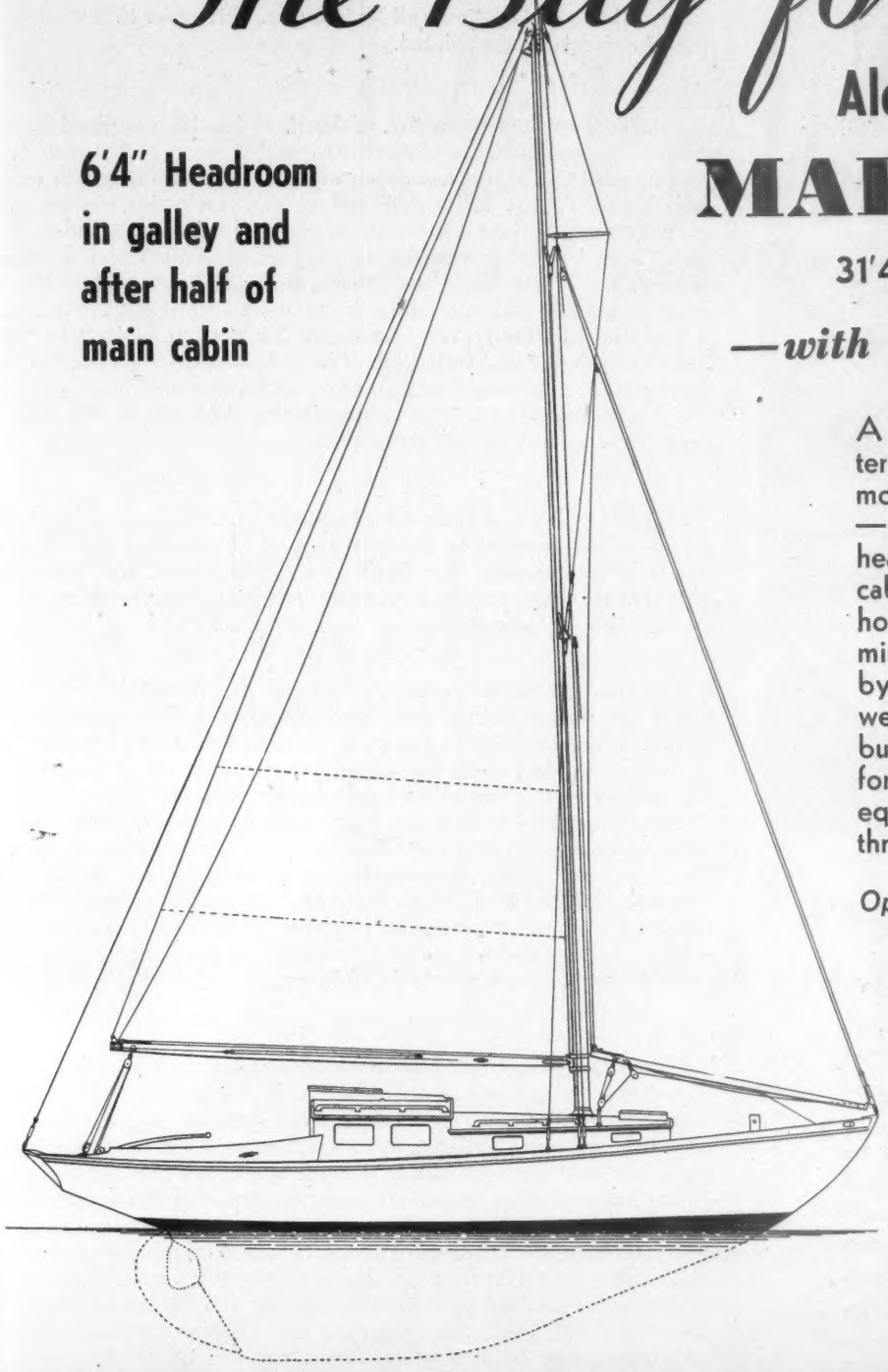
6'4" Headroom in galley and after half of main cabin



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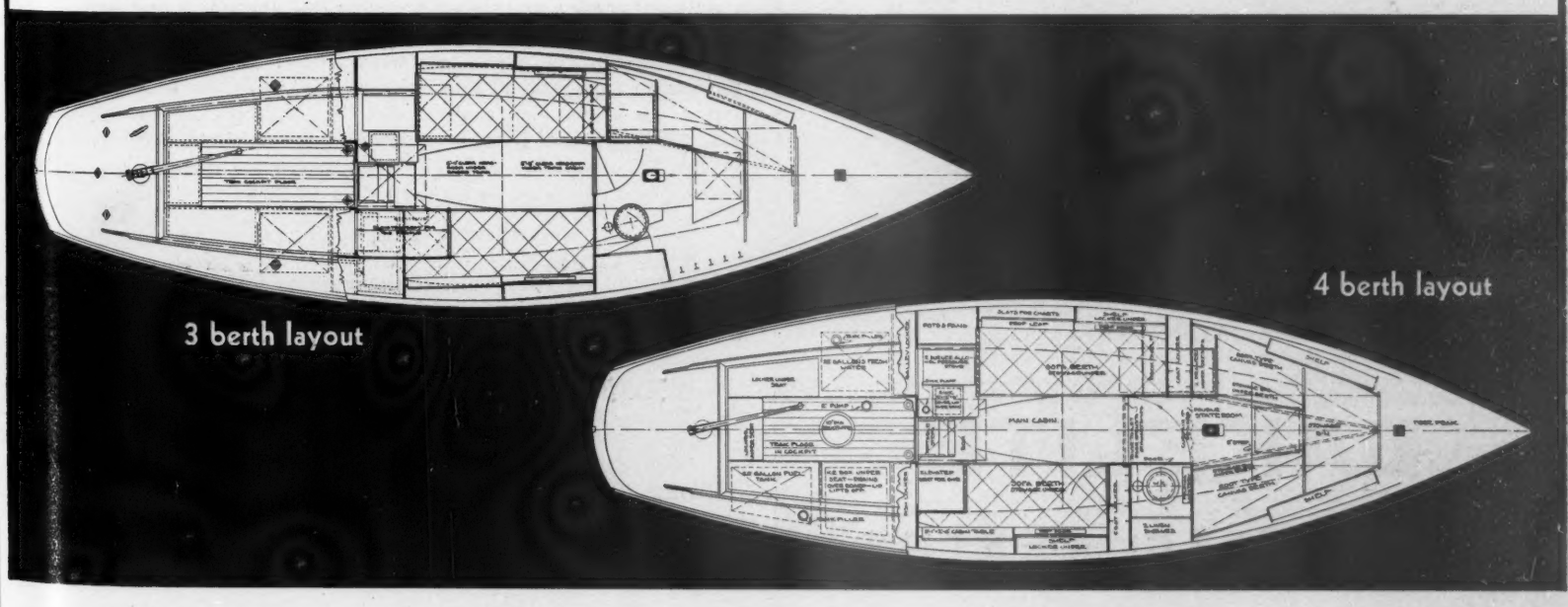

3 berth layout

4 berth layout

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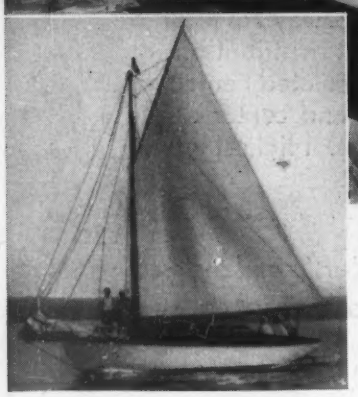

34-foot Casey sloop "Heather" at spring overhauling. Owner C. C. Koerner of Douglaston Yacht Club, aboard.

EVER SINCE his "discovery" of Bakelite Resin Varnish, C. C. Koerner of Douglaston, L. I., has escaped the time-consuming chore of re-varnishing during summer months!

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SYNTHETIC RESINS

months, according to John G. Alden's office. Some owners are still dickering with the insurance companies on hurricane losses before placing definite orders. The demand for stock auxiliaries is astonishing, Mr. Alden points out. His firm is away ahead on sales of boats for 1939 compared with the business booked at the same time a year ago. With yacht builders chock-a-block with repair work as a result of the hurricane, Mr. Alden is worried lest they be unable to build enough boats to meet the increased demand. Five of the new 31-foot over all Malabar, Jr., cutters for 1939 were sold before the circulars were printed.

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The Toppan Boat Company, of Medford, has been reorganized and is headed by Donald R. Simonds with "Jack" Wood of M.I.T., Jan T. Friis and Richard C. LaCroix associated with him. The company will continue building the Toppan dories, skiffs and tenders. In addition, Comets, Snipes, Star Hustlers, Indians and North Shore One-Design boats will be turned out. "Jack" Wood is available as designer, consultant and specialist in rigging. The North Shore One-Design, from the board of Sam Brown of Marblehead and Eldredge-McInnis, has been turned out for the Jubilee Yacht Club of Beverly, the Manchester Yacht Club, Nahant Dory Club and the Swampscott Yacht Club. This 15½-foot over all, 5½-foot beam sloop-rigged centerboard boat has the good features of a Snipe and Yankee Dory incorporated. A 24-foot racing-cruising sloop, which will sleep four persons, is being developed by this firm.

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George H. Hey was reëlected commodore of the Squantum Yacht Club at the annual meeting in the first week of December. Chief William J. Sands, of the Quincy Fire Department, was elected rear commodore; Howard E. Cosman, vice commodore; Harland Smith, secretary; and George Dennis, treasurer.

\+ + +

The International Star Class will be much in evidence this year with the rise of the Boston Harbor Star Class Association. Four members of the Quincy Yacht Club decided to build Stars at the Mattie Brothers' shop, Quincy. Before two weeks had passed, seven had signed up to build and at the present writing the number has reached ten. Dallas Addison, of the Cottage Park Yacht Club, has been reëlected secretary while James W. Smollett, of the Quincy Yacht Club, one of the prime movers in the rise of the Stars, was elected fleet captain. At present, Quincy, Cottage Park, Pleasant Park and Hull Yacht Clubs are represented by Stars. The Winthrop boats are undergoing repairs because of hurricane damage. Secretary Addison has ordered a new Parkman boat. The aim is to have every club, from Winthrop Beach around to Hull, represented in the Association.

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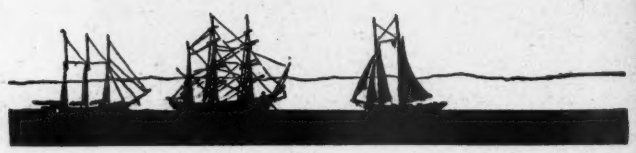
Eldredge-McInnis, Inc., has been commissioned by a local firm to design a stock line of cruisers and sail boats. The first of these, a 26-foot cruiser, is now under construction. A 4-cylinder 25 hp. gasoline engine is specified for a speed of ten miles. Building will start shortly on one of the sail boat designs. For another local builder of stock boats, this firm has designed an 18-foot class of which several are under construction. Other miscellaneous designs on the boards are a 16-foot class sail boat, a 20-foot utility launch and a 26-foot power cruiser. For a concern which has purchased concessions at the New York World's Fair, they are designing a gondola, for use in a special lagoon, and a fleet of 55-foot passenger and sightseeing boats. For a prominent New York yachtsman, the firm is designing a heavy, double-ended, seagoing, 100-foot motor-sailer. She will be powered with twin Diesels and carry a staysail schooner rig of 5400 square feet area.

Sales through this office include the 28-foot cruiser *Edrito*, to John L. Perkins, Boston; the 58-foot twin screw Elco cruiser *Siesta*, to F. B. Hayes, Bar Harbor, Me.; the 30-foot Baltzer cruiser *Venture*, to F. R. Harding, Boston; the 32-foot a.c.f. cruiser *Desmindor II*, from "Dezzie" Wadsworth to J. F. O'Connor, of Newton; a new Crocker-designed auxiliary to E. N. Harvey, Woods Hole; and the 30-Square-Metre *Swing*, from Richard Blackmur, of Hingham, to Luther Davis of Boston.

\+ + +

Speaking of the steady rise of the 30-Square-Metres, Edwin Ginn has acquired the *Pilgrim* from the Beverly Yacht Club syndicate and Ernest B. Dane, Jr., who sold his *Bacardi*, is designing a new boat which has been started at Britt Brothers' Yard, West Lynn.



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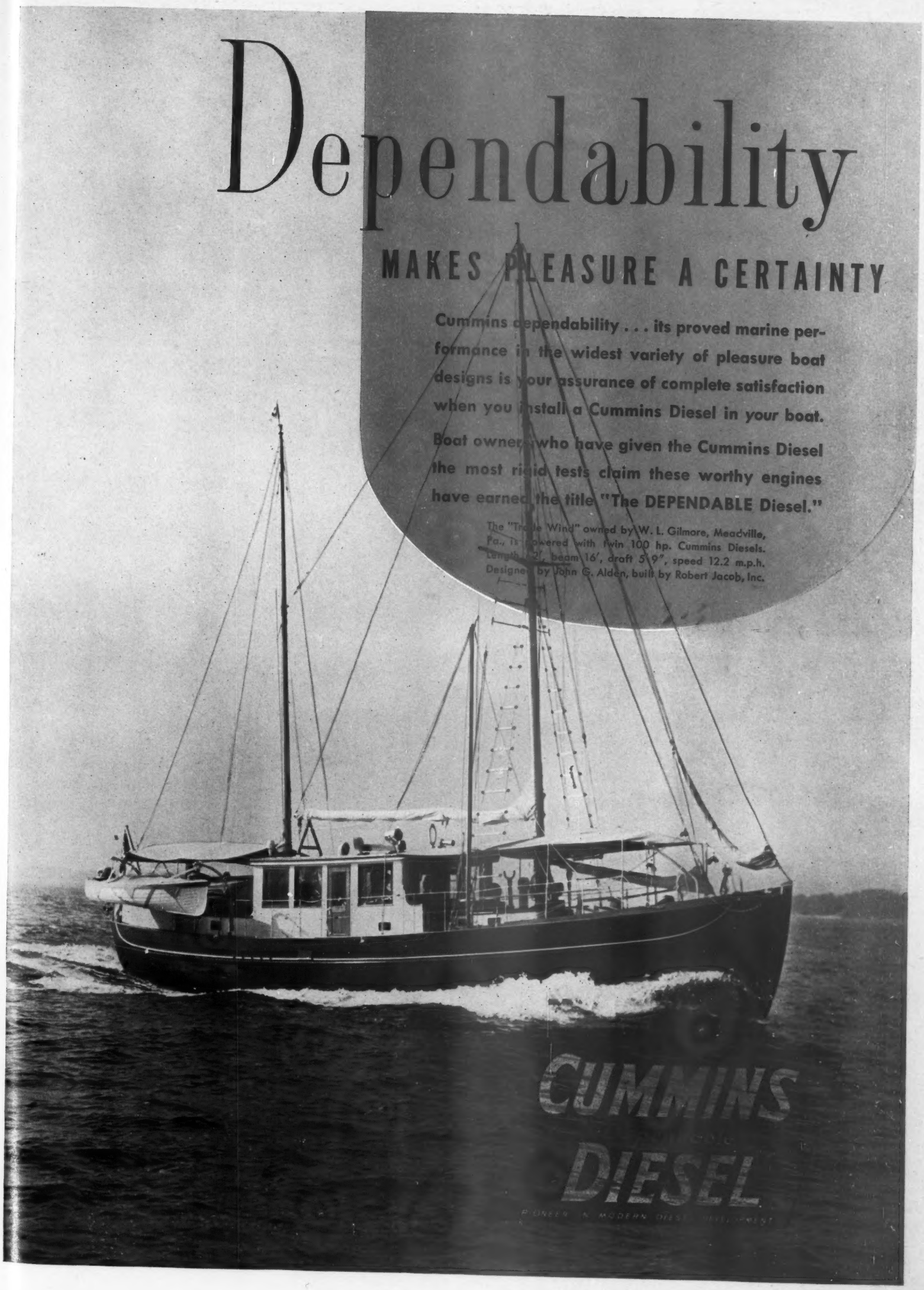
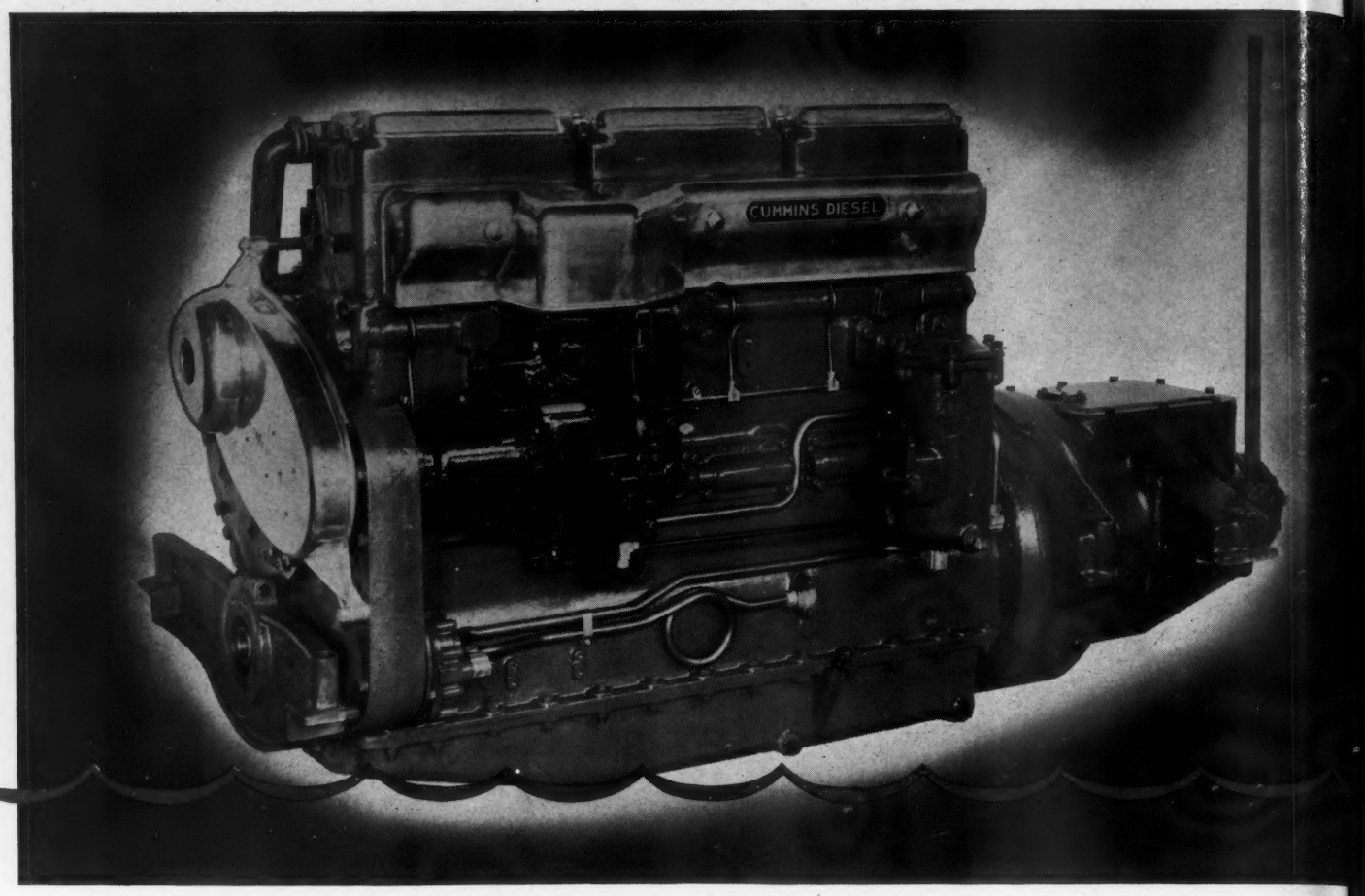
Cummins dependability . . . its proved marine performance in the widest variety of pleasure boat designs is your assurance of complete satisfaction when you install a Cummins Diesel in *your* boat.

Boat owners who have given the Cummins Diesel the most rigid tests claim these worthy engines have earned the title "The DEPENDABLE Diesel."

The "Trade Wind" owned by W. L. Gilmore, Meadville, Pa., is powered with twin 100 hp. Cummins Diesels. Length 72', beam 16', draft 5'9", speed 12.2 m.p.h. Designed by John G. Alden, built by Robert Jacob, Inc.





You'll have *"no mental hazards"* with a Cummins Diesel

"CAST OFF" . . . At the first touch of the button you know your Cummins Diesel will start—no choking, no pre-heating, no warming up needed.

"SLOW SPEED AHEAD" . . . You know your Cummins Diesel will respond . . . her high torque at low rpms. assures plenty of power to turn the wheel slowly, without stalling. This means easy maneuvering . . . safety in congested harbors.

"FULL SPEED AHEAD" . . . You know your Cummins Diesel will respond instantly to a touch of the throttle, the engine's quick acceleration always brings a smile of satisfaction . . . you'll take added pleasure in the Cummins Diesel's smooth, vibrationless running . . . even a short acquaintance brings the feeling that here's an engine which can be always depended upon for any demand . . . it answers your every whim!

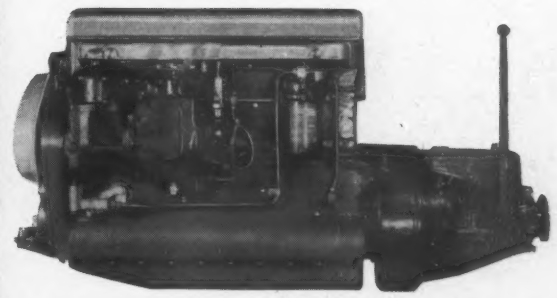
EASY TO SERVICE . . . CHEAPER TO OWN . . . Few pleasure boat owners have to touch their Cummins Diesel during a whole season. The rigid tests which have been given the Cummins Diesel in all types of pleasure boat service assure a long, trouble-free life. Cummins Diesel economy means filling your tanks only half as often. It means a larger cruising radius . . . twice the miles on a tank of fuel.

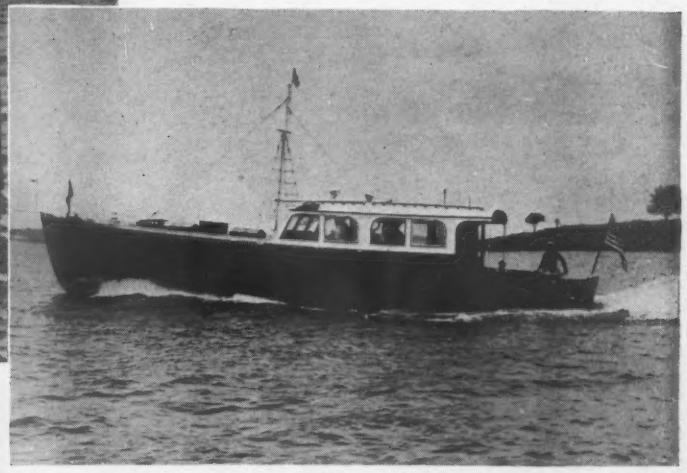
CUMMINS
Dependable
DIESEL
PIONEER IN MODERN DIESEL DEVELOPMENT

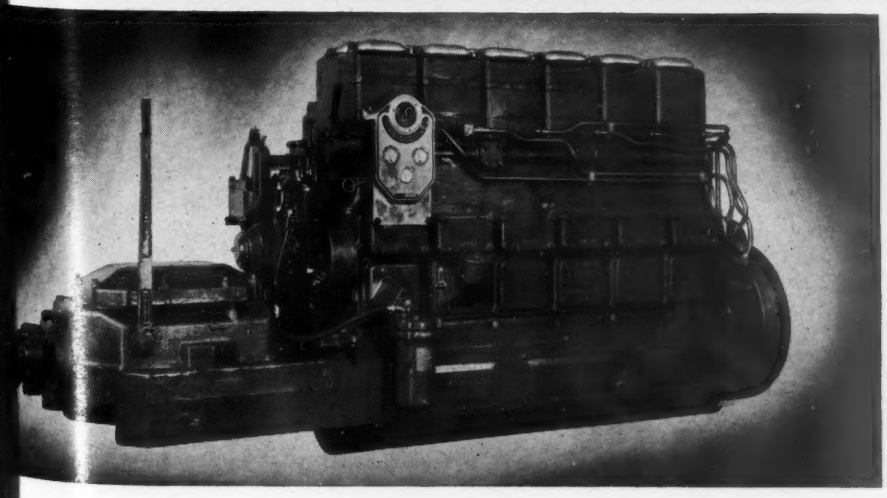
● **Extreme left:** Model HMR-600, 6 cylinders, 150 hp., 4½" crankshaft. The oversize crankshaft in every Cummins Diesel removes all destructive torsional vibration from the operating range of the engine.

● **Left:** The Cummins Diesel's freedom from fire hazard assures the passengers of Capt. C. W. Starn's "Helena G. Starn" a safe ride around Atlantic City's Steel Pier.

● **Below:** Model AMR-600, 6 cylinders, 100 hp., 3⅞" crankshaft, cubic displacement 377 inches.







● **Left above:** Powered by a Model HMR-600 Cummins Diesel, the 45′ "Aimee-K" owned by Jack Kuphal of Bremerton, Washington, has a speed of 15 m.p.h.

● **Above:** The "Cudacatcher" owned by Rowe B. Metcalf, Greenwich, Conn., is powered with twin HM-600 Cummins Diesels.

● **Left:** Model LMR-600, 6 cylinders, 250 hp., 5½" crankshaft.

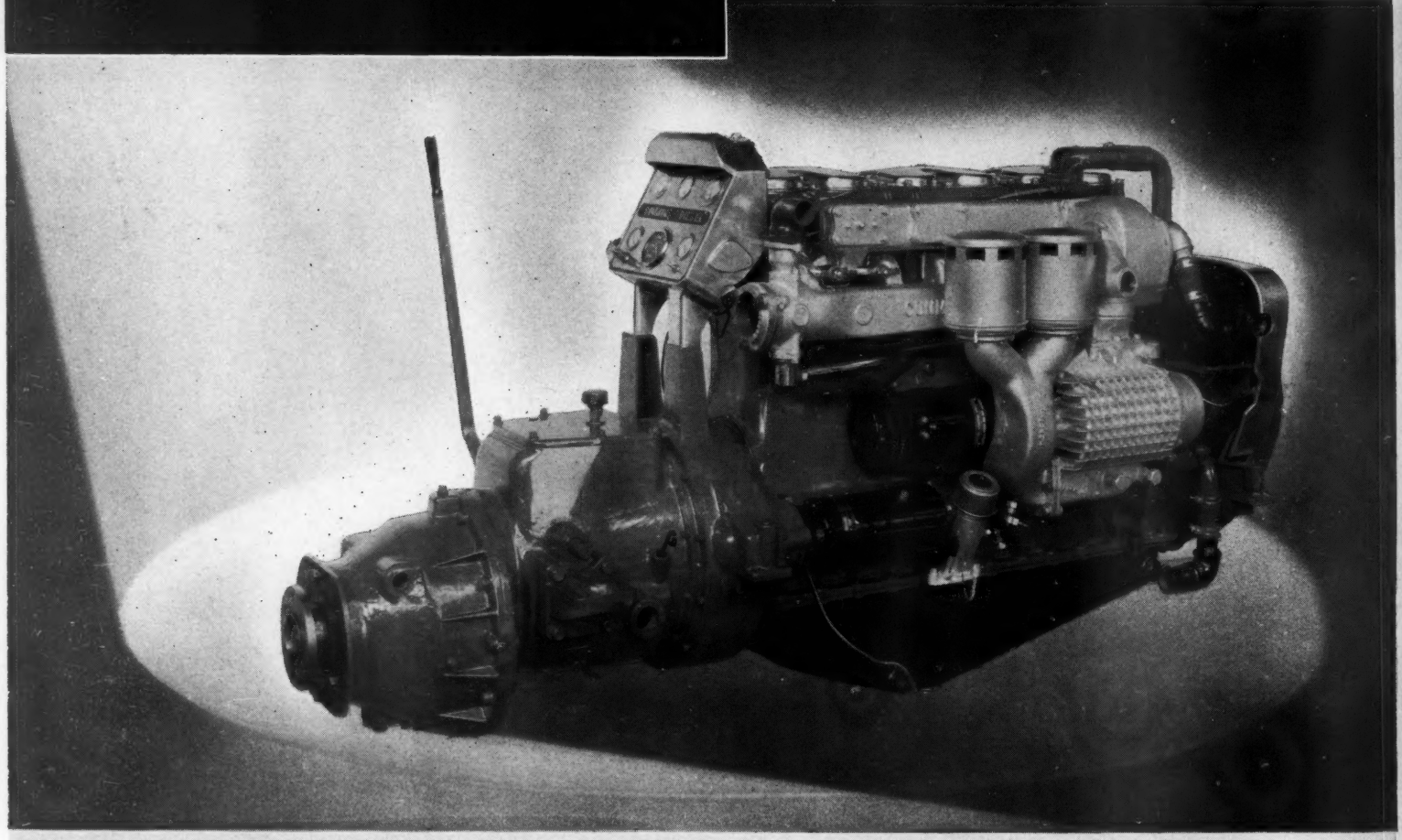
● **Extreme left:** 50′ cruiser "Argosy" owned by L. O. Breithaupt, Kitchener, Ontario, powered by 150 hp. Cummins Diesel.

the 1939 spotlight is on the new *Supercharged* CUMMINS DIESEL

ONLY THE CUMMINS DIESEL gives you these advantages

● One single plunger, low-pressure fuel pump to meter the fuel delivered to all cylinders. Adjusted and sealed at the factory, it seldom needs attention —an exclusive Cummins feature.

Cummins exclusive system of controlled injection of a gasified fuel charge delivered direct to the main combustion chamber, assures complete combustion, instant starting, extreme flexibility. Ask for the whole story. Cummins Engine Company, 2915 Wilson Street, Columbus, Indiana.



The new supercharged Cummins Diesel. Six cylinders, 200 hp., 4½" crankshaft.

Twelve different models of Cummins Dependable Diesels, give any horsepower from 30 to 250 . . . sold and serviced by dealer-owned organizations in principal cities on both coasts and inland waterways.

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The purchaser of a boat gives careful attention to the reputation of the builder, the quality of the product, and the type and design which meet his needs. We recommend a similar exacting study of insurance protection.

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Our policies are backed by forty years experience in owning and insuring yachts.

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NARRAGANSETT BAY GOSSIP

By Jeff Davis

NOW is the season of uncertainty when many Rhode Island boat owners, whose craft were more or less wrecked in the hurricane of September 21st, are tossing up to see whether to let the wrecks remain on the beaches and rocks where the storm dropped them and get new boats to replace them, or to turn them over to the builders for repairs.

Mebbe so, mebbe not so, and the longer the decision rests in the "mebbe" stage, the longer they'll wait next season before getting either new or repaired boats. The yards are full of repair work and there has been little start on new building.

\+ + +

Herreshoff is laying down a new 68-foot twin screw cruiser from Sparkman & Stephens design for D. E. Dickerson, of New York and Essex; has a Fishers Island 23-foot water line sloop under construction for Gilman Lowe, of Bristol, and a motor lifeboat for Arthur Curtiss James' power cruiser *Aloha Lii*. They are also turning out a flock of the 12½-foot water line Bullseyes to replace those lost when the big wind and tide rolled in September 21st.

\+ + +

Several yachts have changed hands. Arthur Carr has sold his German-built cruiser *Janice C* to Robert Pettis who will repair her.

Clarence M. Dunbar, vice commodore of the East Greenwich Yacht Club, whose old *Roberta* piled up and was a total loss, has bought the 50-foot cruiser *Advance*. *Roberta* was an old-timer but the apple of "Dunnie's" eye and it was like losing one of the family when she went to pieces.

Frank G. Prue, another owner whose boat was completely wrecked, has bought the 53-foot cruiser *Bluwite* from Joseph M. O'Donnell. *Bluwite* was originally the *Patience*, designed and built by Albert Lemos for James N. Henry in 1923.

George F. Sawyer, whose *Bidgee* was bought by Bill Dyer after the storm and is being rebuilt by Dyer at the Warren plant of the Anchorage, has bought the 50-foot *Estella IV* from Dr. Howard S. Busler, of Philadelphia and renamed her *Tenango*.

Leroy M. Gardner has bought the cruiser *Maicaway* from William G. Brown, of Gloucester, and J. M. Marshall has sold his cruiser *Azure* to Paul E. Dancause.

Helen Virginia is another boat that has changed owners. *Helen Virginia* started life as the *Hostess* and was owned by the late William H. Gidley, the chief promoter of the Stars in Narragansett Bay and, with Ben Comstock, the winner of the 1926 International Star championship. One day, while the boat was at her mooring at Cedar Tree Point, she caught fire and burned to the water's edge. What was left was salvaged and with her keel, keelson, part of her stem and about four planks on each side of her botton as a foundation, she was rebuilt at Aspray's yard at Pawtuxet, and sold to William H. Lister. Now she has been bought by Leon W. Brower, of the Edgewood Yacht Club, to replace his former boat, also lost in the hurricane.

Francis Gilbane, of Pawtucket, has sold his motor-sailer *Holly* to a Mr. Drexel, of Philadelphia. She has been reconditioned at Herreshoff's after being launched from the bluff the hurricane dropped her on, and fitted out for a winter cruise to Nassau and the Bahamas.

Stanley Cady, the new commodore of the Edgewood Yacht Club, who saved his set of international code flags because I had them at the Eastern States Exposition at Springfield, Mass., when his *Sea Call* piled up, has bought the Mathews "38" *Tenango*. Ex-Commodore Doug Paton has bought the Chris-Craft *Trebla* from Albert Nichols who has ordered a larger boat of the same make through Bill Dyer at the Anchorage.

Forgetting for a moment these power boats and getting back to sail, Ed Polak has sold the Thirty-Square-Metre *Pintail* to Prof. Leighton Bohl, of Brown University, who has been crewing with him the past two seasons, and has bought the Eight-Metre *Ellen* from Charles P. Curtis, of Boston. While she won't have any other "Eights" to race against her, *Ellen* will fit into Handicap Class A very nicely.

Then, Jim Tillinghast (James A., if you want to be ceremonious) has bought Charles Warren Lippitt's Class P yacht *Psyche*. She is a Gardner design, built by Wood and McClure at City Island in 1914, and was called *Hayseed* with a number after it until Lippitt bought her several years ago. He changed her name, with the explanation that anyone who would call such a beautiful boat *Hayseed*, shouldn't be allowed to own a boat.

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Looks as if we were going to have an Indian Class next summer. John Mason and John Cutler bought one a couple of years ago, and now John's young brother Fred and Chet Foster have gone partners in another and the two Gladding boys, Charlie and Bubsy, have bought a third.

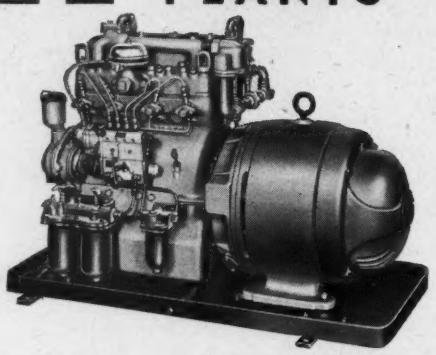
U. S. PRODUCTS MUST GIVE SERVICE

UNITED STATES MOTOR CORPORATION

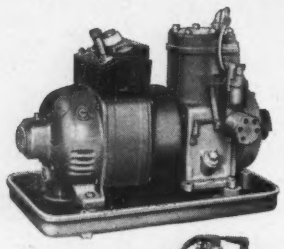
PRODUCTS MUST GIVE SERVICE

DIESEL MARINE ELECTRIC PLANTS

Recent years have seen a great increase in the use of U. S. Marine Diesel Electric Plants. Remarkably smooth and quiet performance is being obtained. U. S. units come in one, four and six-cylinder sizes, starting at 3 KW and up to 60 KW. Every unit is expertly engineered for marine service to meet the most exacting, modern standards. We have many fine-performing installations on boats of all sizes. Write for special Marine Diesel Bulletin.

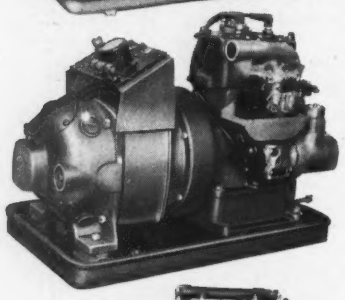


GASOLINE MARINE ELECTRIC PLANTS



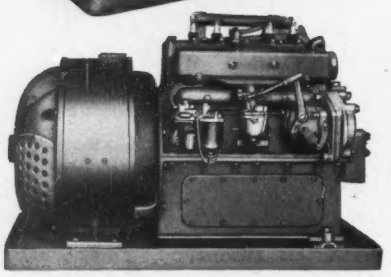
400—800 WATTS

Now for the first time, U. S. offers a *water-cooled* electric plant as small as 400 watts. And it's a honey! Almost cover it with your hat. Your lights will always be ready. Overall dimensions 19" long x 15" high x 10½" wide. The larger 800 watt unit is 26½" long x 19½" high x 14½" wide. (Air-cooled units also available.)



1500 WATTS

Here's the most dependable, smoothest-running generating set delivering 1500 watts you can put into your boat. Rubber mounting kills all vibration so that your plant doesn't interfere with the peace of the moonlight at anchor on a quiet night. Overall dimensions 30¼" long x 19½" high x 17½" wide.



2, 3, 5 and 7½ KW

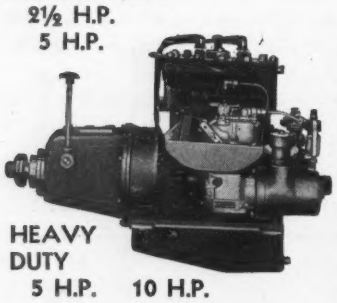
Four-cylinder smoothness is available with this series in 2, 3, 5 and 7½ KW sizes. Six-cylinder units start at 10 KW. These plants are not just a re-adaptation of an ordinary radiator-cooled engine-generator but full-fledged seaworthy units which are designed for marine service from stem to stern. You can absolutely rely on *dependable* performance from these U. S. Marine Electric Plants.

All U. S Electric Plants have Vibration-Absorption mounting

AUXILIARY POWER

"U. S." FALCONS 4-CYCLE

MEDIUM DUTY
2½ H.P.
5 H.P.



HEAVY DUTY
5 H.P. 10 H.P.

For auxiliary power, dinghies and small pleasure craft, these little two-fisted performers can't be beat. They like it best when the going is toughest. They are built for *hard* work — and can *do* hard work. Since the first ones came out, nearly 50 years ago, their rugged dependability has been demonstrated in about every port in America. "Domans" they used to be called. The four water-cooled models available are listed to the left. Also two, 4-cycle, air-cooled models at 2½ and 5 h.p. Furnished with direct drive, one-way clutch, reverse gear, or reduction gear. Write for complete information and specifications.

UNITED STATES MOTORS CORP.
435 Nebraska Street Oshkosh, Wisconsin

Arthur Wood, measurer of the Edgewood Yacht Club, who builds boats more for fun than for profit, is building one for his son Kenneth, who lost his Snipe; another for Billy Schmid, who lost his Snipe; a third for Dr. Alvin Clegg, who didn't own his Cape Cod Baby Knockabout when the storm cleared away. Several others are talking favorably about buying or building, among them Arnold Hoffman, Jack Tiplady, and two or three others of the older group.

+ + +

The Narragansett Bay Fleet of the I.S.C.Y.R.A. has elected Gordon Colwell fleet captain; Frank Slingluff, 3rd fleet lieutenant; and Jeff Davis, fleet secretary and treasurer. About half of the boats in the fleet are being repaired. Some yachtsmen who lost their boats plan to buy new ones, and there will probably be eight or ten boats on the active list for 1939.

+ + +

The Washington Park Yacht Club doesn't dare to rebuild because the city officials say they're going to fill in the club anchorage within a year. So, to keep the membership together and have a meeting place for winter activities, the club has chartered the old Pawtuxet Canoe Club quarters on the Pawtuxet River and will lay low until it finds out whether it can build on the fill or must go somewhere else.

+ + +

After investigating several other locations and finding objections that overbalanced advantages in all of them, the Rhode Island Yacht Club has decided to rebuild on the rock in Stillhouse Cove, if it can get a 50-year lease of the rock, which belongs to the State. Assuming that it can be done and that there will be no difficulty in getting a building permit and club license from the City of Cranston, a large committee has been appointed, with Dexter Lewis, owner of the cutter *Circumstance*, as chairman, to raise the necessary money among the members through an issue of non-interest-bearing bonds.

SOUND WAVES

By Lee Scuppers

ALTHOUGH nothing definite had come of the idea at the time this was written, there is a reasonably good chance that Long Island Sound will be blessed with at least one new one-design class of racing knockabouts next summer. Maybe two. At any rate, two clubs are studying plans, specifications, costs and such items with a view to persuading their members to rally in support with checkbooks in hand.

Seawanhaka Corinthian, casting about for something to replace its once flourishing fleet of Herreshoff "S" boats, has under consideration tentative sketches from Sparkman & Stephens. The drawings show a boat somewhere between the size and general characteristics of the International and Atlantic one-designs. The dimensions are: over all length, 31 feet; water line, 21 feet; beam, 6 feet 6 inches; draft, 4 feet 6 inches. The measured sail area, which does not include, of course, a genoa jib, which will be standard equipment, is 357 square feet.

Although by no means intended as cruising boats, they will be fitted with a couple of berths, a small stove and the minimum in accommodations for two chaps who might want to spend a week-end on board. The new yachts are to cost somewhere around $2700 if a large fleet is ordered. The Seawanhaka Corinthian Yacht Club hopes to get orders for twenty if the boat is adopted.

The American Yacht Club, over on Milton Point, in Rye, is the other possibility in the new boat field. The members over there are considering something about 25 feet over all. Backers of the Seawanhaka project are trying to interest the American committee in their boat. It is possible that some compromise will be worked out so that interclub racing could be held, although Seawanhaka's fleet probably will do most of its sailing in home waters.

+ + +

After ten years of competent and unusually popular service as chairman of the New York Yacht Club race committee, Edmund Lang is going to return to private yachting life this summer and let someone else take charge of the racing.

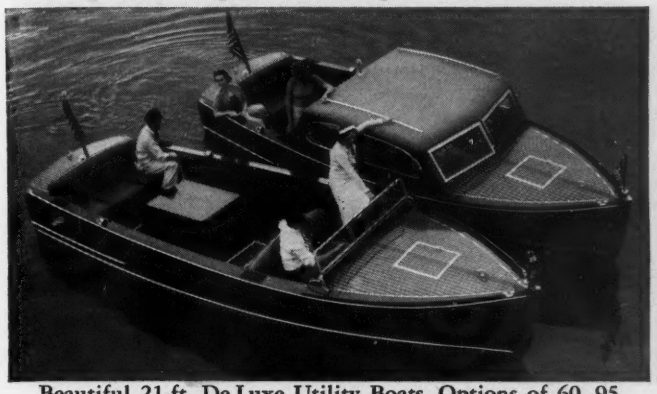
Serving in three America's Cup years and the intervening periods, Lang has had little opportunity to indulge his love for racing and cruising in his New York 30-footer *Banzai* out of Manhasset Bay. Now he is looking forward to a summer without official responsibilities.

Newspapermen, magazine writers and run-of-the-mine yachtsmen will be sure to miss him when business takes them to the New York Yacht Club committee boat.

WORLD'S GREATEST MOTOR BOAT LINE

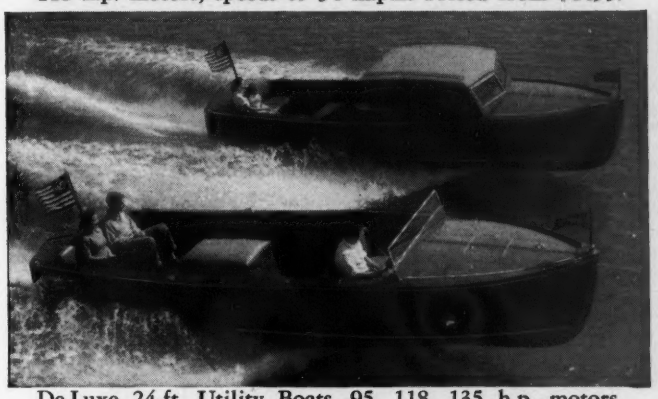
New 17-ft. Utility Boats for 1939, available with 60 or 95 h.p. motors. Speeds to 33 m.p.h. Priced from $955.

29-ft. Custom Sportsman (with Top). 135, 2-95, 2-135, 275 h.p. motors. Speeds to 41 m.p.h. Priced from $3850.



Beautiful 21-ft. De Luxe Utility Boats. Options of 60, 95, 118 h.p. motors; speeds to 34 m.p.h. Priced from $1495.

Spirited 15½-ft. De Luxe Runabout, with 60 h.p. motor giving speeds to 32 m.p.h. Priced from only $955.



De Luxe 24-ft. Utility Boats. 95, 118, 135 h.p. motors. Speeds to 32 m.p.h. Priced from $1895, cabin extra.

New 17-ft. De Luxe Runabout, available with 60, 95, 121 h.p. motors. Speeds to 39 m.p.h. Priced from $1195.

Popular new 19-ft. Sportsman, available with 60, 95, 125 h.p. motors. Speeds up to 37 m.p.h. Priced from $1550.

16-ft. Racing Runabout. 37-39 m.p.h. with 95 h.p. motor; 42-44 m.p.h. with 121 h.p. motor. Priced from $1450.

24-ft. Sportsman; power options 95, 125, 135, 212, 2-95 h.p. Speeds to 41 m.p.h. Priced from $2650. (Cabin extra).

New 19-ft. Custom Runabout. Options of 95, 125, 135 h.p. motors. Speeds to 40 m.p.h. Priced from $1650.

WORLD'S LARGEST BUILDERS OF MOTOR BOATS

CHRIS-CRAFT FOR 1939

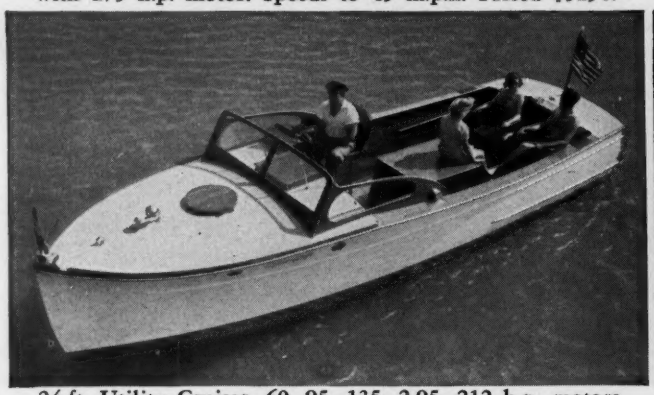
BUY CHRIS-CRAFT • HAVE A CHRIS-CRAFT FOR 1939

Sleek new 22-ft. Custom Runabout, available with 95, 125, 135 h.p. motors. Speeds to 37 m.p.h. Priced from $2190.

World's lowest priced cruiser—new 25-ft. Clipper. 60 or 95 h.p. motors. Speeds to 22 m.p.h. Priced from $1650*.

Chris-Craft 27-ft. Custom Runabout. A beautiful boat, with 275 h.p. motor. Speeds to 45 m.p.h. Priced $5290.

New Chris-Craft De Luxe 25-ft. Clipper, powered with 95 h.p. motor with speeds up to 21 m.p.h. Priced at $2050*.



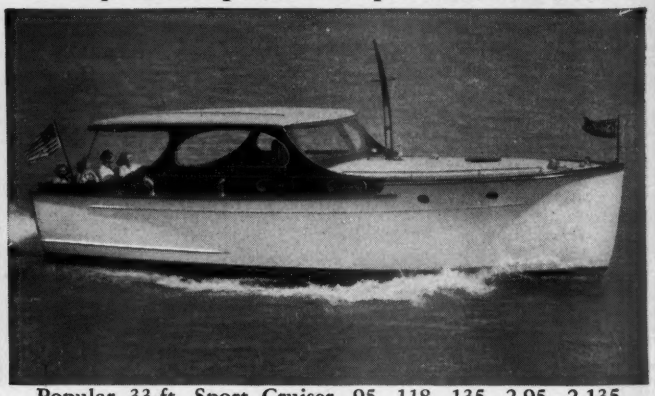
24-ft. Utility Cruiser. 60, 95, 135, 2-95, 212 h.p. motors available. Speeds to 38 m.p.h. Priced from $1890.

29-ft. Enclosed Cruiser. Options of 60, 95, 118, 135, 2-60 h.p. motors. Speeds to 21 m.p.h. Priced from $2850.

New Semi-enclosed 25-ft. Cruiser. Power options of 60, 95, 135, 2-95 h.p. Speeds to 26 m.p.h. Priced from $2190.

New 29-ft. Single Cabin Cruiser, with 60, 95, 118, 135, 2-60 h.p. motors. Speeds to 21 m.p.h. Priced from $2990.

New 29-ft. Express Cruiser. 135, 2-95, 2-135, 275 h.p. engines optional, speeds to 39 m.p.h. Priced from $3690.



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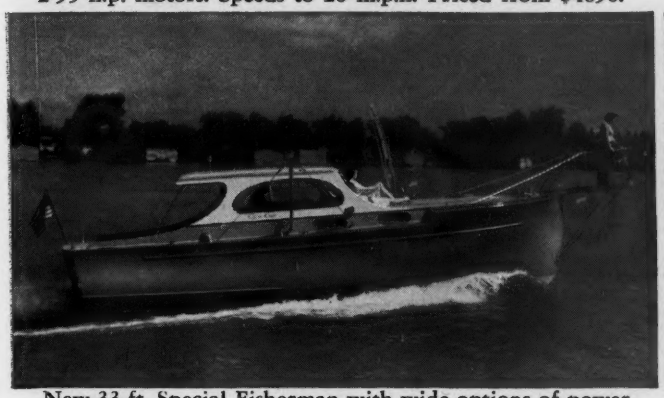

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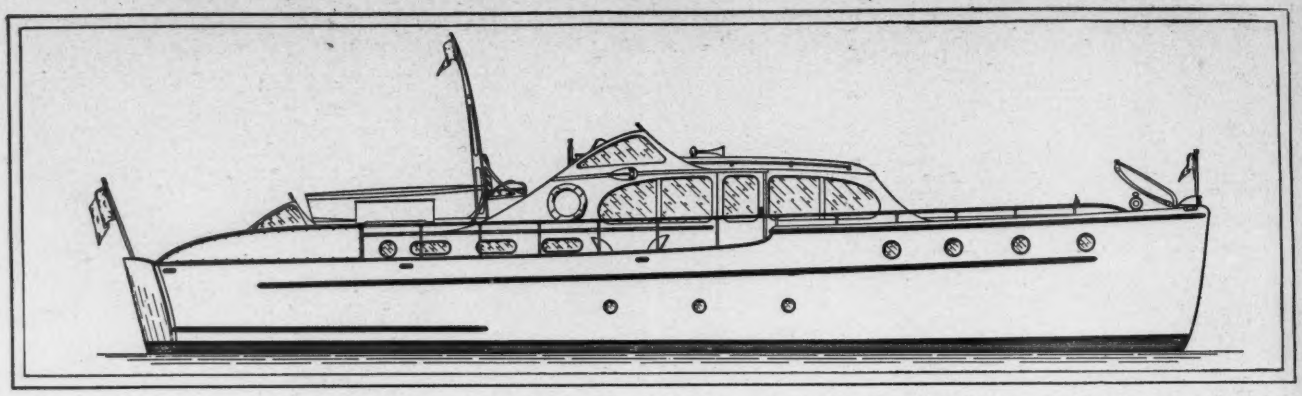

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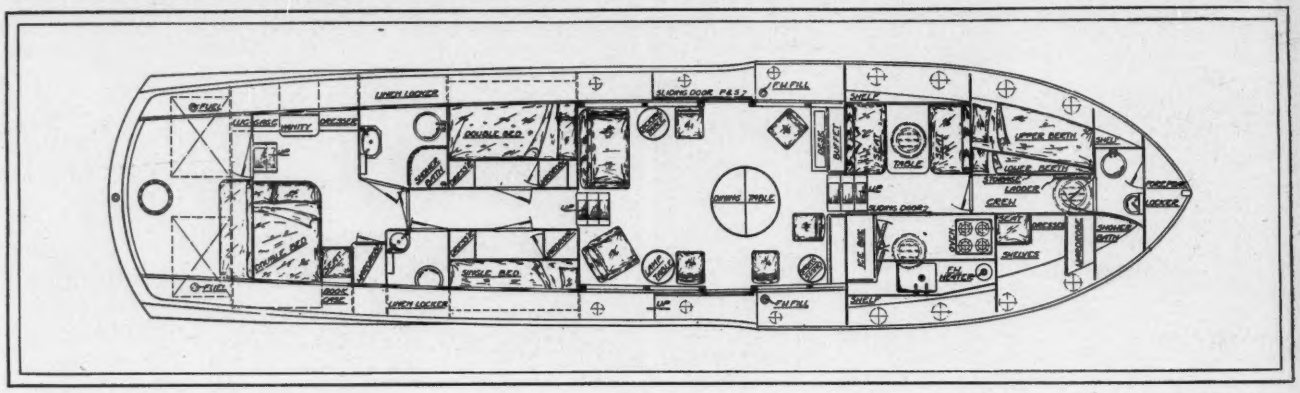

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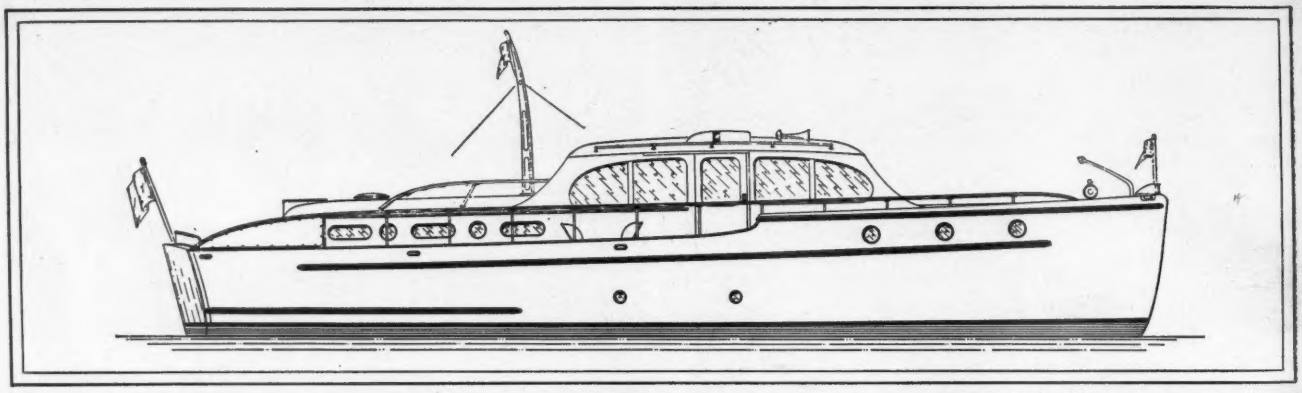

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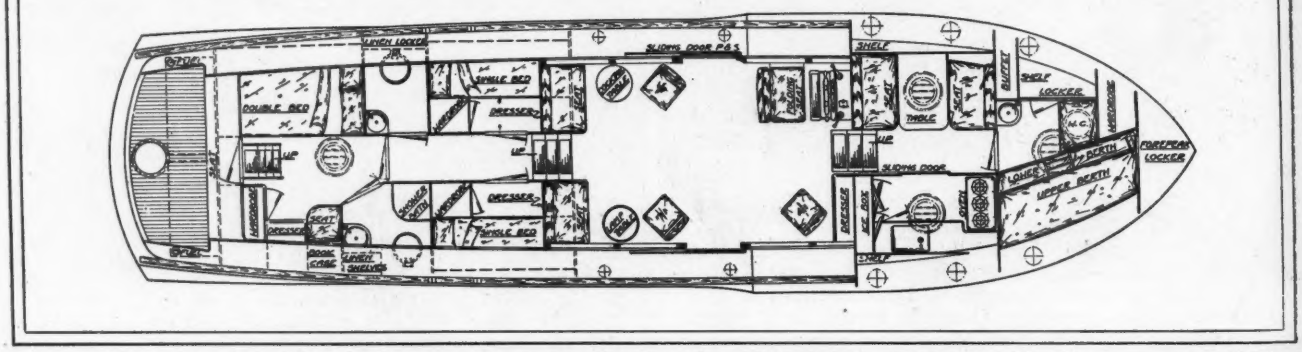

The new 48-footer has a large saloon, spacious owner's stateroom with private shower bath, 2 single guests' rooms with toilet compartment adjoining, separate crew's quarters, large galley. Beautifully finished and appointed. Wide options of power (including diesels). Write for data and prices.

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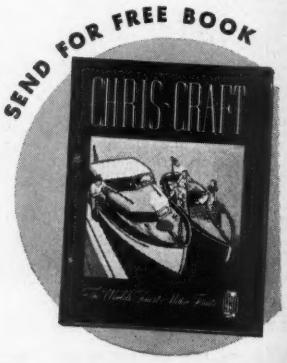

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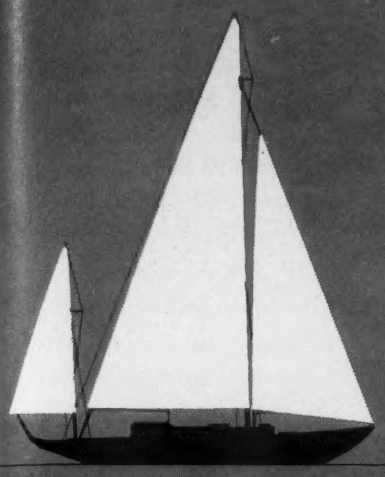

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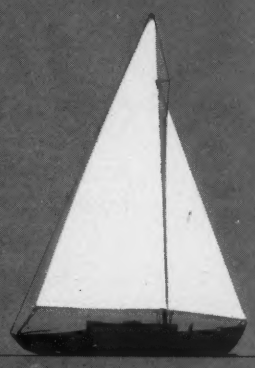

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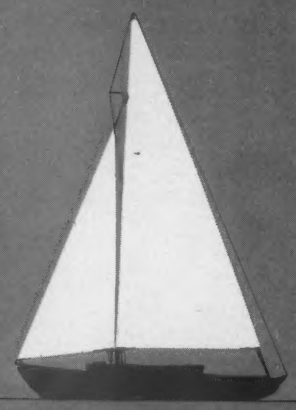

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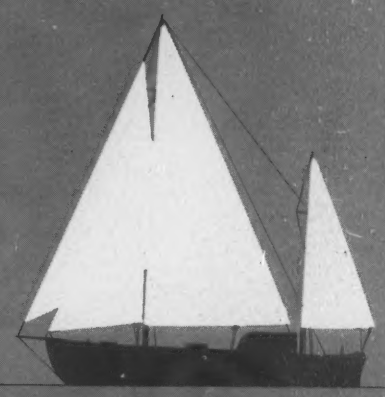

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The only new name on the New York Yacht Club slate for 1939 is that of Gerard B. Lambert. Former commodore of the Eastern Yacht Club, owner of the Class J cutter *Yankee* and the famous three-masted schooner *Atlantic*, Lambert has been nominated for rear commodore. The retirement of William A. W. Stewart as commodore moves E. Townsend Irvin up to that office and George E. Roosevelt up to vice commodore.

George Nichols will serve again as secretary and deCoursey Fales as treasurer. Walter L. Coursen, secretary of the race committee, will become its chairman and will be assisted by George M. Pynchon, who has served for two years. The vacancy on the committee caused by Lang's retirement will be filled by Robert N. Bavier, who returns to the committee after an absence of several years.

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Word has trickled across the Atlantic from London, where the permanent committee of the International Yacht Racing Union held its annual meeting last month, that no changes radically affecting the Twelve-Metre Class — or any other, for that matter — were adopted. The committee did increase the minimum headroom requirements to 6 feet 6 inches, a revision that will be cheered by Van S. Merle-Smith, Philip J. Roosevelt and similarly constructed yachtsmen who get a "crick" in the neck from stooping over every time they go below.

Another decision of interest hereabouts covers resailed races. The I.Y.R.U. has decided that a resail is a new race and, therefore, a boat which has been disqualified in or has abandoned the original race, is entitled to compete in the resail. You will recall, perhaps, that the only race the Britishers were able to take from the Americans in last September's racing for the British-American Cup was theirs because of a combination of circumstances involving just this point. Henry Morgan's *Djinn* fouled a Britisher and withdrew from a race that failed to finish within the time limit. When it came time for the resail, Morgan declined to compete although urged to do so by the invaders. So the Americans raced three boats against the British four and lost the race when *Goose*, one of their number, was disqualified.

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Cold weather dinghy sailing, now on the verge of celebrating its eighth anniversary, continues to be a thriving sport on the Sound. New Rochelle, Larchmont, Indian Harbor and Manhasset Bay are the focal points of activity where old-timers and newcomers battle for glory or the drinks every week-end.

Essex, up on the Connecticut River, had 40 Class X and D boats out for its annual fall regatta. Hurricane Bill Dodge won the George Roosevelt Trophy, Walter Rowe took the consolation prize for those who did not qualify for the Roosevelt finals, and Larchmont Bill Swan beat the "D" boat skippers.

That is according to form, more or less, but form has been taking a beating now and then this season. The brothers Maxwell, Ed and Dick, and the irrepressible Larry Reybine have repeatedly annoyed the North Shore experts in Class B. Such consistent winners as Frank Campbell and "Corny" Shields have sailed in their wake on more than one occasion.

Over in Manhasset Bay, Bud Moxham and his father, Egbert, Sr., have been finishing one-two every week in the fleet of eleven one-design "B" dinks. Al Clark, one of the earliest frostbiters, is pacing Class D. All of these hardy citizens are expected to rally 'round for the Frostbite Yacht Club's annual regatta at Manhasset Bay over the New Year's week-end.

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Rope Yarns. . . . Bob Bavier has sold his sailing power boat *Seafarer* to George Bonnell, whose old *Comfort* was lifted over a sea wall and deposited in the middle of an orchard in the September hurricane. . . . Johnny Arms, the skillful Southport Star boat sailor who did not have such a good year in 1938, is building a fifth *Andiamo* for the 1939 campaign. . . . Edward P. (Teddy) Alker, former vice commodore of the Manhasset Bay Yacht Club and widely known racing skipper, died suddenly on November 18th. . . . *Santiako*, the only one of the 25 International one-design sloops on Long Island Sound which did not race last summer, has been sold by Floyd Carlisle to Norton Conway, who used to sail the Interclub knockabout *Cirrus*. . . . George E. Woodger, who will have No. *1723*, is among the Western Long Island Star Class fleet's new owners. . . . Philip R. Mallory, former commodore of the American Yacht Club, has acquired, from a Chicago yachtsman, the 80-foot Diesel houseboat *Sangamo*. . . . The United States Power Squadrons will celebrate their silver jubilee at the time of the National Motor Boat Show in Grand Central Palace, January 6th–14th. . . . Every once in a while some Frostbite veteran inquires as to the whereabouts of Howard and Gordon Curry, two of the real pioneers of the sport. Our operative reports that the Currys, *pere et fils*, have become ardent devotees of model boat racing and can be seen at the Mill Pond Model Yacht Club, in Port Washington, any Saturday or Sunday trying to beat Uncle Eddie Willis, the renegade Star boat expert.

Mystic's Ship Building Tradition

Photo of "Seminole" about 50 years old — Courtesy Charles R. Patterson

Ship "Seminole"

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DETROIT RIVER AND LAKE ERIE NEWS

By Walter X. Brennan

INTEREST in the next Bayview Yacht Club Mackinac Race is already evident. Jamison Handy, of the Detroit Boat Club, has purchased *Winsome Too* and will bring her up from the coast in the spring, and Jim Van Dorn, of the Cleveland Yachting Club, is building an Alden cutter which should be ready for the trip up Lake Huron.

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The local U. S. Power Squadrons are circulating a petition to have an effective light mounted on top of the Perry Monument at Put-In-Bay, on Lake Erie. To date, a number of bulbs have lighted a glass dome on the top of the 365-foot monument until midnight during the summer season. Power Squadron officials have found that, with less current, a single light surrounded by a proper lens would be visible for 25 miles and could be kept lighted all night at less cost.

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The 46th annual Inter-Lake Yachting Association regatta will be held August 7th, 8th and 9th, at Put-In-Bay, Ohio, it was decided at the annual meeting held at Cleveland on November 26th.

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E. V. Rippingille, Detroit Gold Cup Committee stalwart and authority on racing motors, was elected commodore of the Detroit Yacht Club for 1939. A. J. Grundy, champion sailor, was elected vice commodore and Elliott Shumaker, rear commodore, to make an imposing array of talent to head the D.Y.C.

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The Sandusky Power Squadron has been honored by being, possibly, the first organization authorized by a foreign government to set aids to navigation in its waters. South Lake Erie yachtsmen and fishermen have been asking the Canadian government to mark Chicanolee Reef in mid-Lake Erie. The Canadian Marine department advised that the reef was too far away from its other aids to be maintained without unreasonable cost. The Sandusky Power Squadron volunteered to set the marks and was assigned the job. The reef is solid rock, about a half mile by a mile in size, and was under a foot of water last summer. Chicanolee Reef lies in an area that is much used by fishermen.

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Two important changes in the boat business occurred at Detroit during December. The Pouliot Boat Works became the Fisher Boat Works, and Leonard Thomson, Inc., and the Gregory Boat Co. merged. No change in the personnel at the Fisher plant was announced, Russ Pouliot continuing as vice president, in charge of operations.

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E. M. Gregory will open a boat sales store at Miami on the first of the year as a branch of the Gregory Boat Co. in Detroit. He will maintain headquarters and a mailing address for the convenience of Midwest yachtsmen in the Florida city.

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Inter-Lake Yachting Association bowlers will meet in their annual tournament January 28th and 29th at Detroit. Commodore Howard Finch, of the Crescent Sail Yacht Club, is president of the organization and has taken over two floors of the Shelby Hotel for the visitors.

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The Bayview Yacht Club, Edison Boat Club and Crescent Sail Yacht Club have their trap shooting ranges in full operation and every Saturday afternoon brings out a large turnout of actual shooters and "plate glass afterguard."

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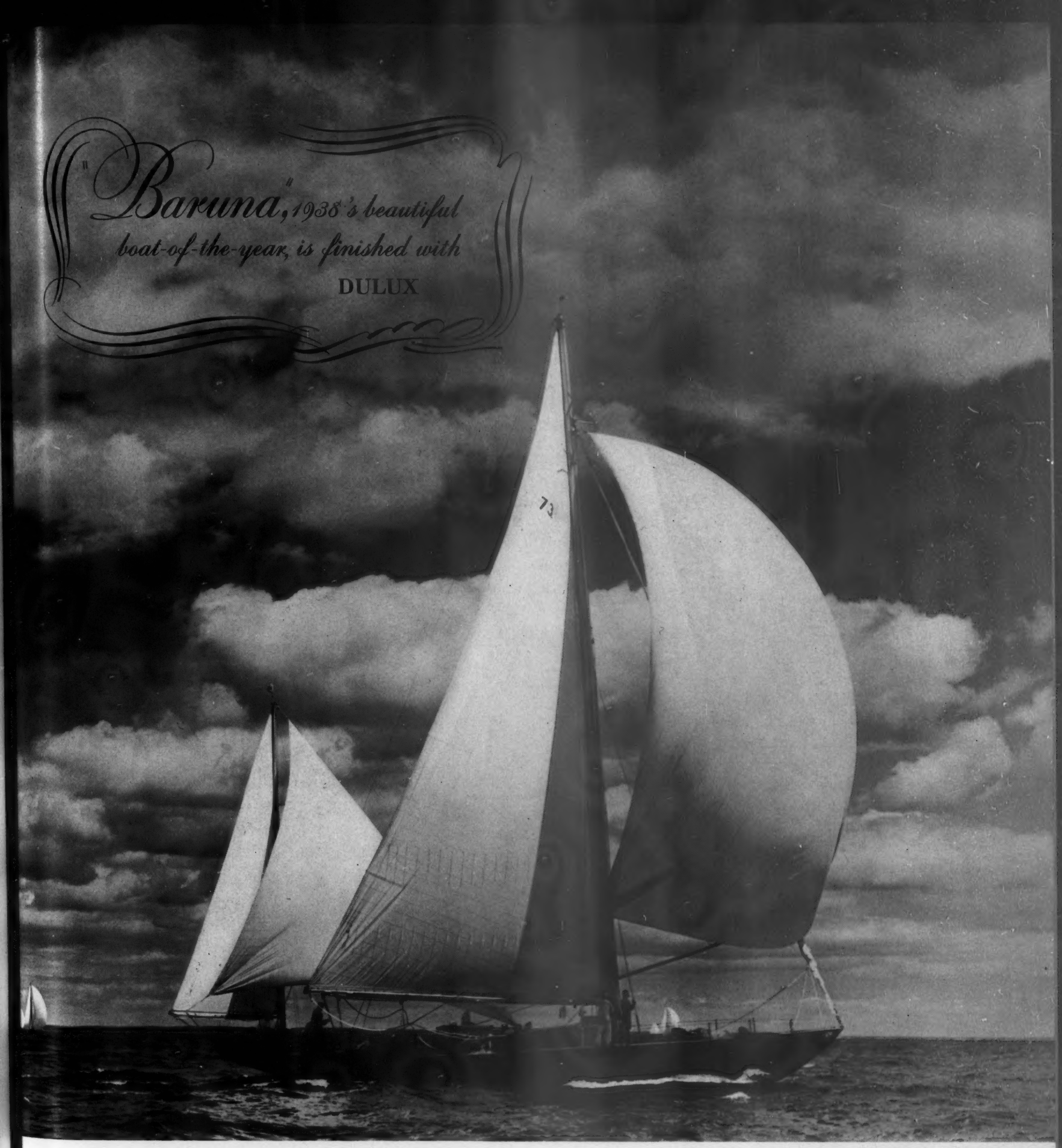
Lake St. Clair, just out of Detroit, will be the center of ice yacht racing this year. The club will defend the Hearst International Trophy against the Four Lakes Ice Yacht Club, of Madison, and the Stuart Trophy against the Oshkosh Ice Yacht Club. As local clubs have withstood the invasion of Eastern ice yachtsmen for these trophies, the cups are considered emblematic of the North American ice yacht championship. Each has been in competition since the turn of the century and, although they have been won and lost by all of the leading clubs in Michigan and Wisconsin, they have never been out of these two states.

In defense, there will be Joe Lodge's *Deuce III*, with 450 square feet of sail, a cockpit-controlled revolving mast, forged dural skates and a mech-



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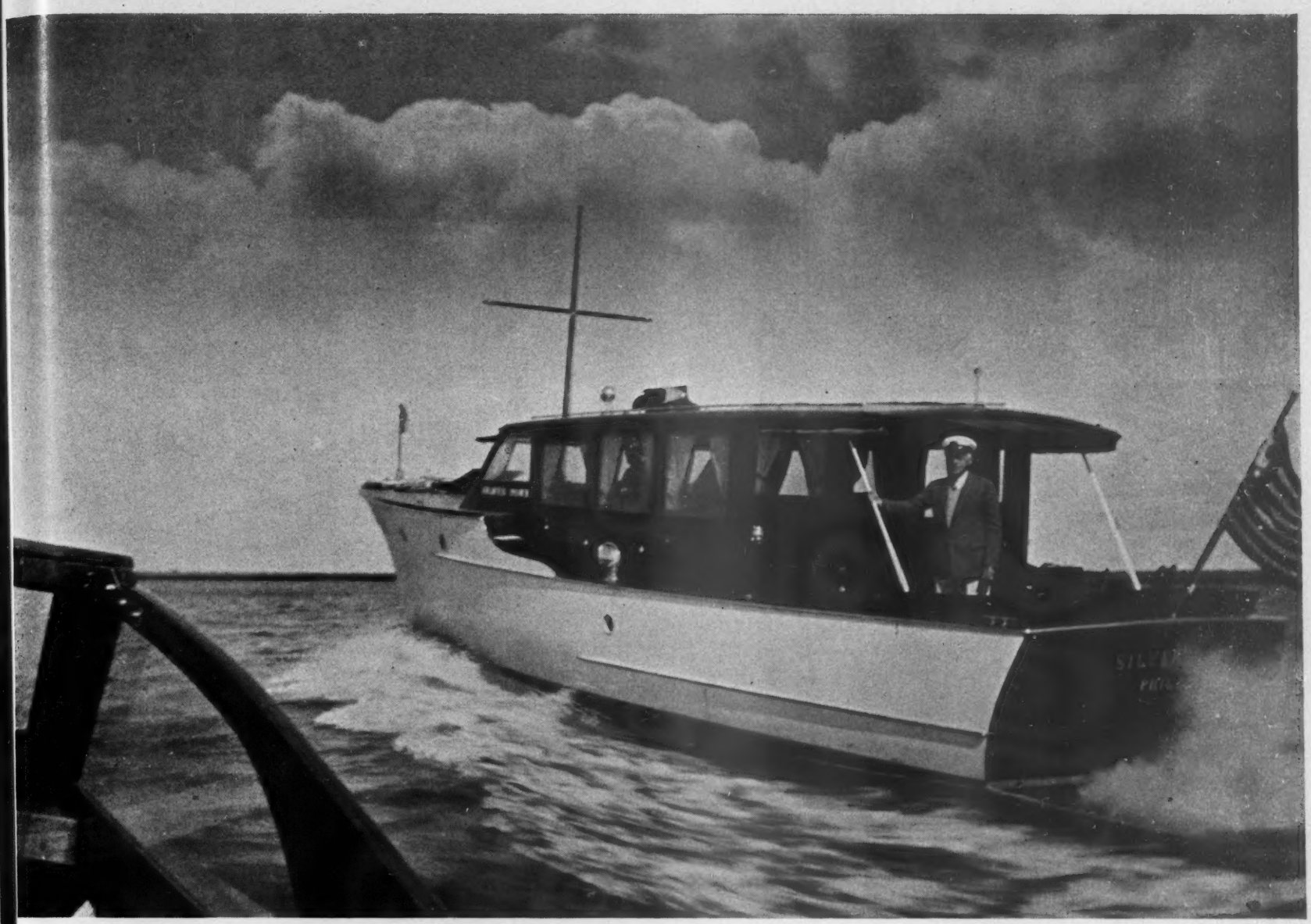

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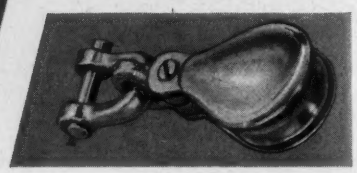

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anized sheet-trimming device, which won the two big trophies last winter. Also, there will be Rex Jacobs' new *Lisbeth*, with 350 square feet of canvas, and Joe Snay's rebuilt veteran *Gossoon II*, another Class A boat. *Lisbeth* will have some new ideas in runners, rigging and equipment.

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Challengers for the Hearst Trophy will be Andy Flom's *Miss Alice*, a "350," which is being brought up to date. This boat has had a varied career, sometimes turning in brilliant performances and, again, failing dismally. Teaming with *Miss Alice* will be the phenomenal Class A boat *Fritz*, owned by Fritz Jungbluth. *Fritz* is probably the most beautiful ice yacht ever built, featuring wood inlays and a finish that would put a lot of pianos to shame. The craft was tops three years ago, having won the Stuart, Hearst and Northwestern Ice Yachting Association championship cups in one season. Although going well last year, she was no match for Lodge's *Deuce*, with her several innovations, and lost the Hearst Trophy. Carl Bernard, who usually steers *Fritz*, and Jungbluth are both smart and when the Four Lakes Club forwarded the challenge this year it was immediately assumed by the defenders that some important changes had been made in her.

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From Oshkosh, John Buckstaff will come for the Stuart Trophy with Doug Van Dyke's huge *Debutante II* which carries 650 square feet of canvas. The "*Deb*" has been lengthened to 56 feet over all and will have a new mast similar to the one Lodge introduced on the Wisconsin ice last winter. For many years Buckstaff has been considered America's No. 1 ice yacht skipper and Detroit fans feel that not only the Stuart Cup is at stake in the coming race but the title as No. 1 skipper, besides.

Besides the "*Deb*," Buckstaff will bring *Flying Dutchman* which was built in 1928 to take the Hearst Cup away from Lodge that year — and did so. She has since won and lost both of these big trophies several times. *Flying Dutchman* carries 450 square feet of sail. Ben Lampert will bring his 175-footer *Crazy Craft*, probably the outstanding all 'round ice yacht of the Midwest in recent years. *Crazy Craft* is a front steerer and at times has beaten about every boat on the Wisconsin lakes.

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Although dates cannot be set until ice conditions can be predicted, the Lake St. Clair club hopes to hold the Hearst series of three 20-mile events over a windward and leeward course about February 1st. Should the local club retain the trophy, a challenge for the cup by the Oshkosh fleet will go into effect immediately. As the Hearst Trophy is limited to ice yachts with not more than 450 feet of canvas, *Debutante II* is not eligible to compete for it. In the Stuart Trophy event, which is unlimited, the Oshkosh group may use any of their three crack boats deemed best for the conditions.

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Rounding out this important regatta, there will probably be 60 to 75 of the *Detroit News* "60s," the largest number of ice yachts of one type gotten together at one time. There will also be from 25 to 30 of the popular 15-square-metre craft, an American development of the European one-designs, a half dozen Class A boats owned on Lake St. Clair, and a fleet of Class E craft or "Skeeters." The latter are just becoming popular at Detroit but it is likely that a large number will come in from Wisconsin.

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While ice conditions will determine the location of the course, the racing will probably be on L'Anse Creuse Bay, opposite Mt. Clemens, about 25 miles north of Detroit. The ice usually forms earliest in the bay and is not affected by the pressure ridges and cracks in the open lake. The favored course for the races is two miles between the marks but it is seldom that this lake will afford so large an area and it is more likely that the course will have stakes one mile apart.

For the first time, as far as is known in the Midwest, the Coast Guard will be called upon to patrol a course on the ice. A large number of spectators will no doubt be on hand and, unless stringent regulations are enforced, a dangerous situation may result from a massing of automobiles on the ice. Another problem is the wide expanse needed by the large ice yachts in maneuvering. The Stuart Trophy Race this year will bring together the largest number of boats to compete since the advent of the motor car, hence the attendant problem of patrolling the ice.

Apel Builds 65-Mile Runabout

ARNO APEL of the Ventnor Boat Works, Atlantic City, N. J., has recently announced that he is planning to build, together with his famous strictly racing hydroplanes, a super-fast speed runabout.

This boat is 22 feet long and is powered with two 175 horse power Lycomings and will make over 65 miles per hour. She will have seating accommodations for five people.

For 1939, Chrysler offers three engines:

ACE...6-cyl., 3⅛ bore x 4⅜ stroke, 201 cu. in. disp. 78 BHP at 3200 RPM. Available with 1.43; 1.95; 2.56 and 3.46 to 1 reduction gears.

CROWN...6-cyl., 3⅜ x 4½, 241.6 cu. in. disp. 103 BHP at 3200 RPM. Available with 1.43; 1.95; 2.56 and 3.46 to 1 reduction gears.

ROYAL EIGHT...8-cyl., 3¼ x 4⅞, 323.5 cu. in. disp. 125 BHP at 3200 RPM. Available with 1.43; 2.03 and 2.51 to 1 reduction gears.

These combinations make it possible to power every type boat from a 16-ft. high-speed runabout to a 65-ft. medium-speed twin-screw cruiser. Or fishing and work boats up to 50-ft. with power plants turning propeller wheels to obtain the greatest propulsive efficiency.

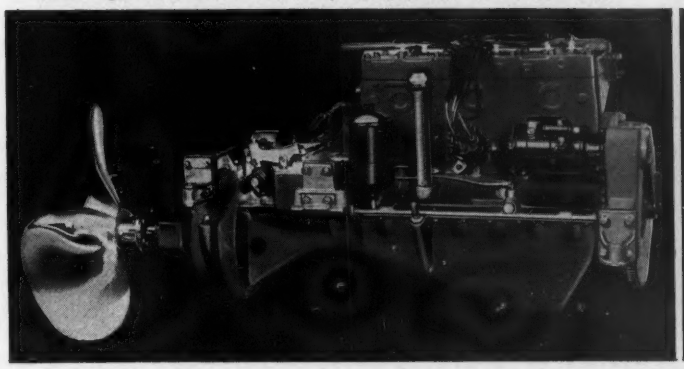
Chrysler Marine Engines have outstanding advantages

Low first cost—Due to large engine production.
Low operating cost—Higher compression provides greater engine efficiency.
Low maintenance cost—Interchangeable parts eliminate costly fitting.

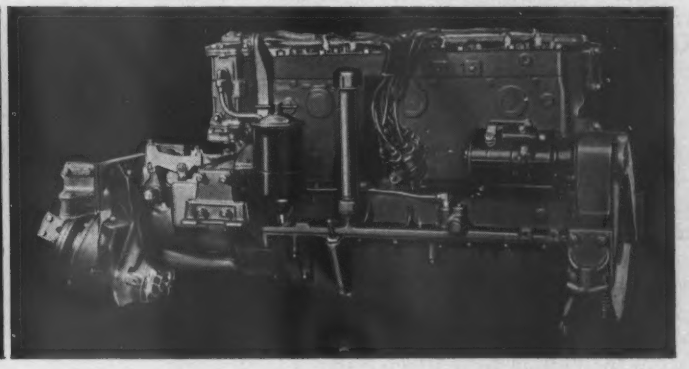
"The Marine Engine Division of Chrysler Corporation builds and sells marine engines only as finished products under its own name, and is not connected financially or otherwise with any boat builder."

Chrysler
MARINE ENGINES

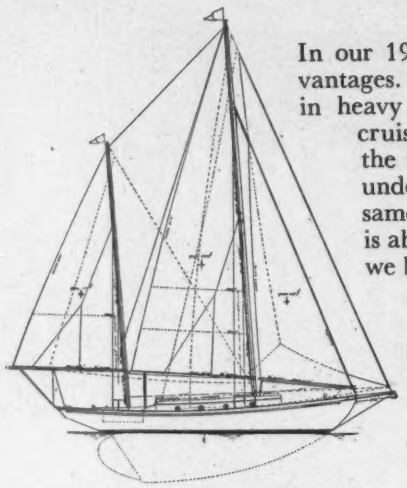
Chrysler Ace engines, with reduction gears, have turned wheels as large as 34 diameter by 34 pitch, 400 r. p. m. Also available on the larger Crown. These engines are ideal as low cost power plants for heavy type boats.



The Vee reduction drive is built integral with the engine. The power plant can be placed aft of a sound-proof bulkhead. These units are available on both the Ace and Crown with either a 1.43 or a 2.05 to 1 reduction.



CASEY'S 36′ AUXILIARY CRUISERS



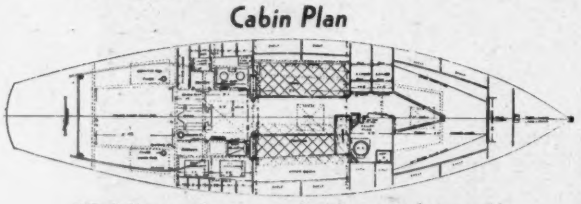
Ketch

In our 1939 ketch rig, we present three advantages. First, the rig can be easily shortened in heavy weather — an important factor in cruising or racing. By merely dropping the main the ketch is immediately put under short canvas. Second, by using the same mainmast as the cutter, the ketch is able to carry the same headsails which, we believe, will make her as fast to windward. In reaching the ketch can carry considerably more canvas than the cutter. Third, the ketch rates 88% instead of 100% as does the cutter which should give her an edge in any race. *The new "Casey Tub" is going to be a ketch.*

Cutter

In our 1939 cutters, we have followed the modern trend of stepping masts further aft, thus making room for the larger headsails which have proven to be such important factors in driving to windward and in reaching.

Cabin Plan



We believe we have as good and as complete a cabin plan as can be worked out in a boat of this size

In pursuance of our policy adopted more than thirty years ago, we have improved our 1939 boats from lessons learned during the previous season. We offer two fine little ships, 31′ and 36′ auxiliary cruisers, both boats that have proven themselves "tops" under all conditions.

We have one of the largest storage and service yards on the coast. Our large crew of skilled workmen and our ways which can handle up to 500 tons are always ready to serve the yachtsman.

CASEY BOAT BUILDING COMPANY, INC.

Fairhaven, Massachusetts

CASEY BOATS ARE RARELY OFFERED FOR SALE — THEY SELL THEMSELVES

FLORIDA TRADE WINDS

By Vivyan Hall

HAVING selected Tuesday, February 14th, for the start of the 1939 Miami-Nassau Race so that skippers and crews can take advantage of the two birthday banking holidays, the committee has now announced a class for motor-sailers. A fuel allowance will be made and the results of this competition, practically the first in history for boats of this type, will be watched with interest. Among the regular cruising racers already on deck are *Stormy Weather*, from New York; *Wakiva*, from Easthampton, L. I.; *Starlight*, from Houston; *San Cristobal II* and *Abenaki*, both from Fort Lauderdale; and *Josephine II*, from Detroit. Aboard the last named will be Herman Petzold who handles the Detroit-Mackinac race.

Petzold also plans to enter the St. Petersburg-Habana race on Saturday, March 4th, plans for which are going steadily forward. As a special favor to boats taking part in either of these races to foreign ports, the usual clearance and entry formalities are simplified and charges are waived. Moreover, Cuba is now making entry much easier for all visiting yachts. Port officials help to make out the necessary papers aboard ship and the only fee for yachts entering Havana during office hours, nine to five, is the compulsory pilot fee. Vice Commodore Posso, of the Habana Yacht Club, and Commissioner Dardet, of the Tourist Commission of Cuba, have done much toward effecting these improvements.

\+ + +

For the benefit of shoal draft boat owners in Florida, the Seminole Canoe and Yacht Club, of Jacksonville, is getting out a guide to the waterways of the state. Martin Fabian, chairman of the Dixie cruising division of the American Canoe Association, has taken on the job of compiling information on the hundreds of miles of lesser known streams and canals. The Seminoles' most recent cruise was around the headwaters of the Oklawaha River, some 300 miles up the St. Johns from Jacksonville. Perhaps not as useful today, but even more interesting, is a recently discovered chart of the Florida Keys which is dated 1580. Made in England, this oldest known map of the area was ostensibly for the benefit of English letters-of-marque sailors who made a business of plundering the Spanish gold ships in the West Indies.

Fort Lauderdale is filling up fast, so fast that more mooring space will be provided farther up the river. The Wyndham Mayos are down again in their cutter *Dusty Weather*, advance guard of the Gibson Island group. Other early arrivals in the city yacht basin include A. R. Osborne's *We're Here* and C. H. Conn's *Estelle*, both from New York; Robert Murdock's *Caprice*, Orlando; C. F. Eaton's *Nomad II*, Boston; Frank Richmond's *Blue Heron*, Point Judith; and T. C. Hollander's *Seapine II*, Marblehead. At the Lauderdale Beach Docks, on the Inside Route, Herbert M. Plimpton's *Chelabark*, from Boston; Gordon Mendelsohn's *Quartermore* and Commodore William Kittle's *Northerner*, both from Detroit, and Mrs. Daniel Tatum's *Jenedmar*, Manhasset, have checked in.

\+ + +

Several of the 1938 feature boats have already reached Miami. *Bymar*, 145-foot streamlined Diesel yacht of Byron D. Miller of Falmouth, Maine, is at the Flamingo Hotel docks. Mrs. Barklie Henry's 89-foot auxiliary yawl *Odyssey* from New York is at the city yacht basin preparing for a cruise to Yucatan. Glenn Stewart's new Matthews "50" *Vagamundo*, from Oxford, Maryland, is at the Royal Palm docks between trips to Nassau. It is good news that the City of Miami has reduced dock rental rates by a third, effective January first. Edward Lowe, Jr.'s *Polaris* (ex-*Infanta*), stopped for a few days on her way from New York to her home port of Juneau, Alaska. Henry Howard's *Alice*, well known to readers of stories of cruising in the West Indies, broke her Newport to Nassau trip with a stop at Coconut Grove.

\+ + +

The Key West yacht basin committee, headed by Charles S. Taylor, is getting things done on the waterfront. A 24-hour watchman service is being provided and, for the present at least, all dock rental charges are being waived. Among the recent visiting yachts have been William L. Mellon's *Vagabondia*, from Pittsburgh, and John L. Patten's *Pat* down from Miami Beach for fishing. The Key West Yacht Club is soon to have the formal opening of its new clubhouse. The Pensacola Yacht Club has plans under way for a new boat basin and an anchorage area. Clearwater's $49,000 city yacht basin is to be located in the cove at the west end of the memorial causeway. The Tampa Yacht Club's new house was opened December 11th with due formalities. In the regatta, William Carne's *May-Be-So* took the club championship pennant and honors in the Snipe

THE BIG NEWS MOTOR OF THE YEAR!

EVINRUDE PRESENTS

Now Evinrude gives you the latest, greatest light motor achievement . . . a sensational new *Everyman's Outboard* that everyone can afford . . . the handy, thrifty Evinrude Mate!

Lighter than oars . . . so miraculously light that your tackle kit seems heavy in comparison! *Amazingly economical* . . . 10 miles of smooth performance for a nickel! Up to 4½ mile speed on rowboats and dinghies. A dream of starting ease! *A true Evinrude*—at a price that brings Evinrude ownership within reach of every sportsman's pocketbook!

Nine great 1939 Evinrudes give widest range of motor choice—from the *lightest*, handiest to the *swiftest*, most powerful. With *every* Evinrude you get *all* of Evinrude's outstanding performance features . . . the protection of Hooded Power construction . . . Evinrude starting ease . . . Co-Pilot steering . . . finger-tip convenience of control . . . a cooling system that can never clog, wear or fail.

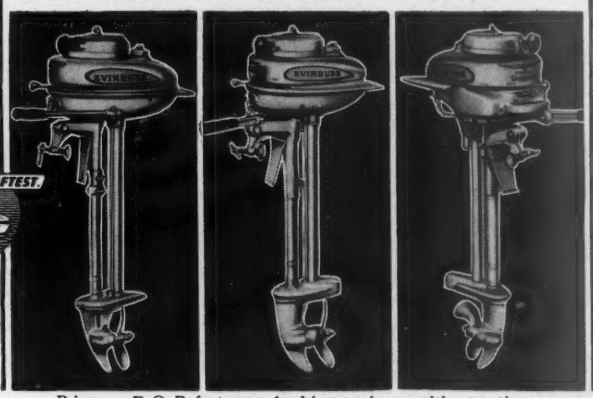
Write today for free catalogs—Boat Directory — Boat-and-Motor Selector. Address, EVINRUDE MOTORS, 4041 N. 27th Street, Milwaukee, Wis.

Evinrude Motors of Canada, Peterboro, Canada.

RANGER, $47.50 Weighs only 16 lbs. — 3-hour cruising range on a single fill. Develops 1.1 H.P. at 3750 R.P.M.

SPORTSMAN, $59.50 Weighs only 25 lbs. — speed up to 7 miles an hour. Develops 2.0 H.P. at 3500 R.P.M.

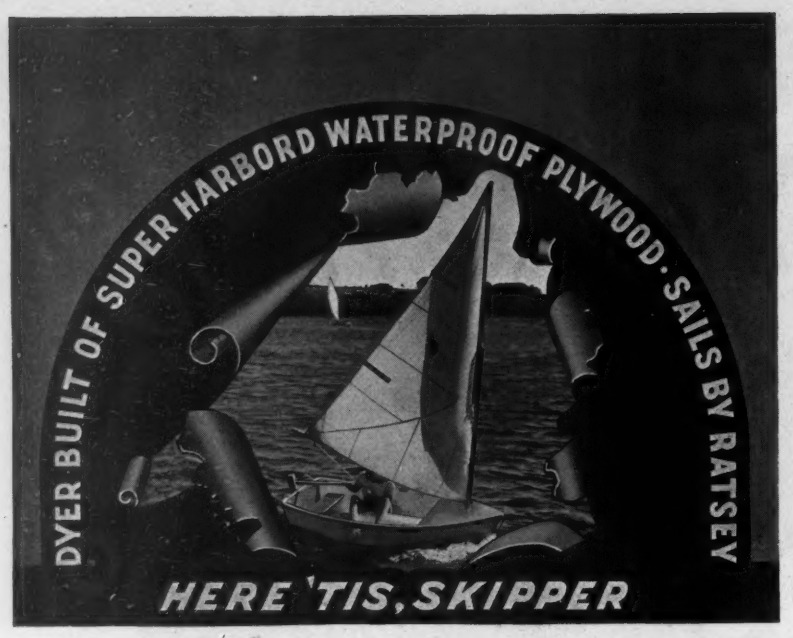
SPORTWIN, $82.50 An exceptionally light and handy twin — weighs 34 lbs. — develops 3.3 H. P. at 3500 R. P. M.



With Simplex Starters as shown — "No cord to find or wind" —$7.00 additional. Ratings are N. O. A. Certified Brake H. P. Ratings.

Prices are F. O. B. factory and subject to change without notice.

EVINRUDE



DYER "DOT" light weight skiff

$97.50 At Our Plant

Now ready for presentation to the most critical pessimist — an arc bottom light weight skiff that rows easily and tows well, suitable for the smaller outboards and carrying atop one's car. Under sail, it will surprise you. This is no toy but a boat that has been carefully developed under service conditions. Over thirty have been in use during the past season and their record has been such that we are confident of their future.

The best of materials are used in construction and the SUPER HARBORD waterproof plywood has proven its superiority under every conceivable punishment.

The sailing model weighs only 62 pounds and is equipped with loose-footed, mitered seam, mildew-proofed, ORANGE sail built by Ratsey & Lapthorn, Inc., varnished spruce spars that fit within the boat, swing centerboard, rudder, tiller, and sheet and traveler of Italian linen.

BUILT TO TAKE A LICKING

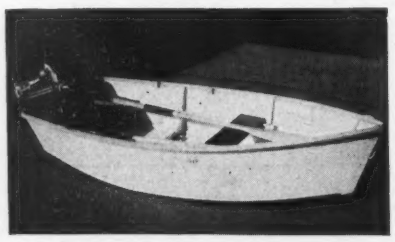
Length 7' 6" Beam 47" Depth 18"

Stem, keel, chines, bottom chafing strips of oak.

Transom and seats of varnished mahogany. Planking: 3-ply waterproof SUPER HARBORD. Equipment: Manila painter, one pair varnished spruce oars, two pair galvanized rowlock pads, one pair rowlocks, hull painted white three coats.

EXTRAS

Varnished mahogany floor gratings	$ 5.00
Special "Wearpruf" soft, rubber fender	10.00
Brass hardware	3.50
Sail bag	1.50



$42.50 Weight 48 lbs.

BUILT BY

THE ANCHORAGE · INC

PROVIDENCE • RHODE ISLAND

Class, while LeBron Kinchley, with *Full Gael*, landed second and M. O'Brian's *Coot* third. The race committee was headed by Houston Wall.

+ + +

Fort Myers is taking the occasion of its sixth annual New Year's Day motor boat regatta to dedicate its new municipal yacht basin. Carl Hanton is general chairman and Frank C. Alderman and George Mann are in charge of entries and trophies, respectively. The feature event is to be a three-heat race for the 91-cubic-inch hydroplane class in which Commodore Al Strum, of St. Petersburg, will try to break his own world's record which he set at the Red Bank Regatta in August. Sport runabouts are expected from Bradenton, Sarasota, Pine Castle, St. Petersburg and Tampa, and the Florida Outboard Association has promised around thirty boats in Classes B and C. Sponsored in the past by the Fort Myers Lions Club, this year's regatta has the entire city behind it.

+ + +

Opening a month earlier than last year, Miami's annual motor boat show will be held January 15th — 21st. Sponsored again by the Miami Junior Chamber of Commerce, the committee in charge is headed by Charles Stuart, with Jack Evans, Carlos Russell, C. D. Van Orsdel, and Lee Southern backing him up. L. F. Vaughn is again handling the space allotments and other details. Southern has been named chairman for the twenty-sixth annual Biscayne Bay motor boat regatta which the Junior Chamber has announced for March 18th, 19th and 20th. Feature classes are expected to be the 225-cubic-inch and the four-litre hydroplanes with possibly a race for the Gold Cup Class boats. S. Mortimer Auerbach's *Emancipator VII*, winner of the Duke of York Trophy and one of the leading four-litre boats in the world, is being put in shape at her owner's Emancipator Shops, in Miami. Both Auerbach and Commodore Jack Rutherfurd plan to go after their respective world's records on the mile course on Indian Creek on March 20th.

LAKE ONTARIO NEWS

By W. Peck Farley

THE Crescent Yacht Club, of Watertown, N. Y., advises that it intends to challenge for the George Cup. The Rochester Yacht Club has definitely challenged and an answer from the Royal Canadian Yacht Club of Toronto will no doubt be forthcoming soon. The Crescent Club has at present one Six-Metre, the *Mars*, and there is a good chance of another "Six" being added to the fleet.

+ + +

The Clayton Yacht Club has joined the Lake Yacht Racing Association and was represented this year at the Toronto Regatta by the splendid yawl *Alondra*, owned by Merle L. Youngs.

+ + +

The Royal Hamilton Yacht Club, of Hamilton, Ontario, has a new and attractive clubhouse which was officially opened on December 8th, with appropriate festivities. The Royal Hamilton will be the sponsoring club for the L.Y.R.A. Regatta of 1939 which will be sailed in Burlington Bay, off the clubhouse.

+ + +

Mortimer R. Anstice, Jr., has sold his 14-foot International dinghy to Gil Barber who will sail her in the Rochester Y. C. fleet.

+ + +

The auxiliary sloop *Zephyr* has been bought from Ed Rosenberg by Dr. Clarence A. Shepard.

+ + +

Commodore Harold Field has purchased a "Week-Ender." Another one is definitely coming into the club but the purchaser wishes his identity to remain secret for the time being.

+ + +

We learn that J. Frank Morse has bought an "Islander" and there seems every chance of still another coming to this fleet. With the boat bought by Earl Snyders, previously reported, this will make three in all and a nice little class for racing.

+ + +

There is every indication that the fleet of 14-foot International dinghies will exceed twenty at the starting line next season.

3 SIZES 9 ARRANGEMENTS THAT MEET THE MOST EXACTING YACHTSMAN'S REQUIREMENTS!

THE 1939 Richardson fleet of four 26′ Little Giants, two 33′ Cruisabouts and three 36′ Super-Cruisabouts give you a wide choice of arrangements and exceptional values at lowest possible prices.

Be sure to see the Richardsons at the dealers listed below and to send for the 1939 Richardson literature "F-39" which we will gladly mail at your request.

Bruns-Kimball & Co., New York City; Walter H. Moreton Corp., Boston, Mass.; Morton & Loose Co., Baltimore, Maryland; National Motor Boat Sales, Washington, D. C.; C. P. Amory, Newport News, Va.; Shea Boat Co., Sarasota, Fla.; C. B. Delhomme, Houston, Texas; Lighthouse Yacht Sales, Wilmington, Calif.; H. J. McDonald, Inc., E. Rockaway, N. Y.; DuMont Marine Service, New London, Conn.; Capt. J. J. O'Connell, Fall River, Mass.; Syracuse Boat Co., Syracuse, N. Y.; F. E. Johnson Boat Yard, Ithaca, N. Y.; Hill-Manning Boat Corp., N. Tonawanda, N. Y.; M. A. Baumann, Erie, Pa.; Pittsburgh Marine Sales Co., Pittsburgh, Pa.; Boat Sales, Inc., Cleveland, Ohio; J. A. Scarlett, Cincinnati, Ohio; E. M. Littin, Toledo, Ohio; Gregory Boat Co., Detroit, Michigan; Boats, Inc., Chicago, Ill.; Mississippi Valley Yacht Sales, Alton, Ill.; Covert Boat & Engine Co., Kansas City, Mo.; Frank J. Norrington, Richmond, Surrey, England; Fitzgerald & Lee, Alexandria Bay, New York; L. S. Aero Marine Inc., Jamestown, New York; E. L. Weldie, Sao Paulo, Brazil.

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26′ LITTLE GIANTS
33′ CRUISABOUTS
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YOU CAN'T BUY MORE SEAWORTHINESS AT ANY PRICE

WHY IS EVERYONE TALKING ABOUT THE "LITTLE SISTER"?

BECAUSE: She was the *first* small auxiliary offered as stock in this country to make use of the "Dog House," completely revolutionizing small boat design.

BECAUSE: She has full headroom with forward vision below permitting inside steering in bad weather.

BECAUSE: She offers custom quality features such as teak decks. Perfect joinery and faultless construction.

BECAUSE: She has been sold from Maine to Florida and the class has already been accepted on the Great Lakes.

BECAUSE: She met every test during a full season of demonstration under all conditions of sea and weather and no major feature of design or construction has been changed.

FINALLY: Because she is truly representative of Phil Rhodes' designing genius — She is beautiful to look at and she really sails.

Inspect Her at the Wood Yacht Basin Inc.
Foot of Marine St., City Island, New York **PRICE $3600**

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10 East 43rd Street, New York City

MURRAY HILL 2-4247

Great Lakes — Robert A. Haynie, 75 E. Wacker Drive, Chicago, Illinois
West Coast — Fellows & Stewart, Wilmington, California
Canada — J. J. Taylor & Sons, Foot of Bathurst St., Toronto, Ontario
Southern — M. M. Davis & Son, Inc., Solomons, Maryland
New England — Gray Boats, Thomaston, Maine

Willis Zahrndt has sold his 48-foot Dawn cruiser *Zarson II* to H. Q. Trowbridge, of New Haven, Conn.

\+ + +

The Rochester Yacht Club's challenge for the George Cup went forward November 21st. If accepted, the first definite contender from the R.Y.C. will be the *Lucie*. However, she will not race under that name as it is understood that her name will be changed. The new name has not yet been selected. It will be quite surprising if at least one other "Six" does not come into the club. This should ensure an interesting trial series for the selection of the final challenger and will result in a class of Six-Metres for the R.Y.C. The *Lucie* was bought by a small syndicate headed by Commodore Harold Field and William P. Barrows.

It is quite likely that the George Cup Race will be sailed with five "Sixes." Besides the Royal Canadian, Crescent, Olcott and Rochester Yacht Clubs, Youngstown will probably have an entry. This will bring the George Cup, once the blue ribbon cup for the "R" boats on Lake Ontario, back into the running as the most coveted trophy for the smaller class yachts in international racing on Lake Ontario.

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The fifty-fourth annual meeting of the Lake Yacht Racing Association was held at the Rochester Club on November 19th. At this meeting, the courses and dates of the Freeman Cup Race and the annual regatta were decided. The Freeman Cup Race will start at Sodus Bay and finish off the entrance to Burlington Bay, at the western end of Lake Ontario, a distance of approximately 125 miles. It will start on Monday, July 24th. The annual regatta will be held at Hamilton on July 27th, 28th and 29th. Royal Ocean Racing Club rules of measurement were adopted by the L.Y.R.A. for the Freeman, Founders' and Mabbett Cup Races. The Rochester Yacht Club extended an invitation, through the L.Y.R.A., to hold the Barthel Trophy Races for 1939 at Charlotte.

The following officers were elected to serve for 1939: Honorary president, Major W. F. N. Windeyer, Royal Canadian Y. C.; President, W. V. Castle, Rochester Y. C.; first vice president, R. B. F. Barr, Royal Canadian Y. C.; second vice president, C. Wesly Gamble, Crescent Y. C.; secretary and treasurer, Blake VanWinckle, Queen City Y. C.

The annual meeting of the Rochester Yacht Club was held at the clubhouse on December 1st. The following were elected to office: Commodore, Harold L. Field; vice commodore, John VanVoorhis; rear commodore, William S. Nevin; fleet captain, F. Ritter Shumway; treasurer, Raymond S. Staub; secretary, T. Albert Sharp.

George Culp gave an interesting report on the racing activities of 1938, the high light of which was the statement that he had personally handled 101 races and that he and his committee had fired starting guns for 717 starters. Trophies were awarded as follows: Long Distance Handicap Race, first place, *Vitesse II*, Bob Gordon; championship, Class R, *Shadow*, Ken Castle; championship, Star Class, *Deuce*, W. P. Farley; crew race, Star Class, *Deuce*, W. P. Farley, Jr.; championship Dinghy Class, *Venture*, George Ford.

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The American (Lake Ontario) Star fleet held its annual meeting and election of officers on November 15th. W. P. Farley was chosen as fleet captain and Burtrom Harniss was elected secretary.

The racing schedule for 1939, which will consist of five series of four races each, was adopted. First and second boats in any of the five series will qualify for the club championship series. The final race for the club championship will be a two-boat race.

\+ + +

The Twelfth District Championship for Stars will be sailed August 17th, 18th and 19th, on Otsego Lake, off Cooperstown, N. Y.

\+ + +

The Central New York Yacht Racing Association Regatta will be held August 10th, 11th and 12th, at Canandaigua Lake.

\+ + +

Not having seen, in any of the yachting publications, any message of condolence from Lake Ontario yachtsmen to those Easterners who suffered losses in the September hurricane, I wish to take this opportunity to convey the sympathy of Lake Ontario sailors. Though this is a bit late, it is none the less sincere.

Again GRAY PUTS THE GO IN THE SHOW

EVERYONE WANTS TO SEE THE DIESEL THE WORLD IS TALKING ABOUT!

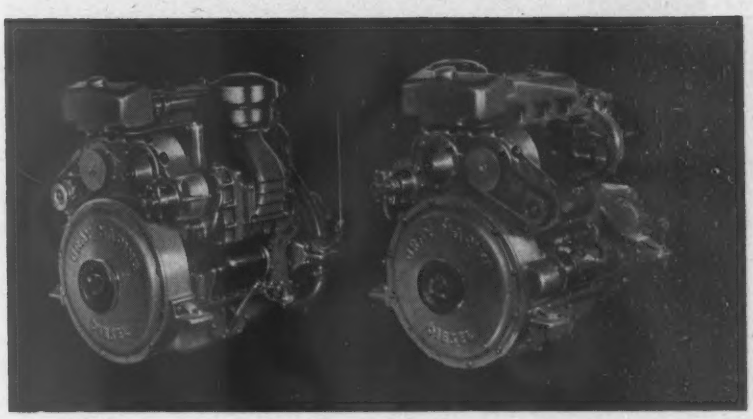
The Gray Marine Diesel is based upon the engine developed and built by General Motors, adapted and equipped for marine use by Gray.

Boatbuilders and Architects everywhere are now producing boats designed around these lighter, simpler Diesels.

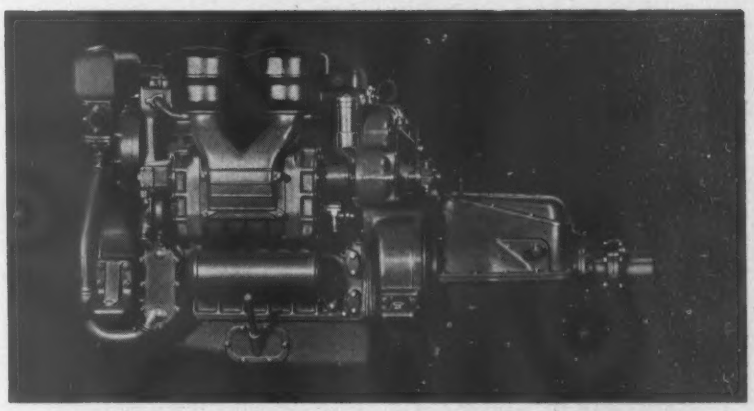
Ten Million Miles of actual service in America's great streamlined trains proves the worth and basic soundness of the design and construction in the Gray Marine Diesel.

Gray Marine Diesels drive boats faster because they weigh 30% less per horsepower. They are easily accessible, have built-in, fresh-water cooling system, replaceable working parts; are easy to start; run at any speed without vibration; have no high-pressure fuel lines.

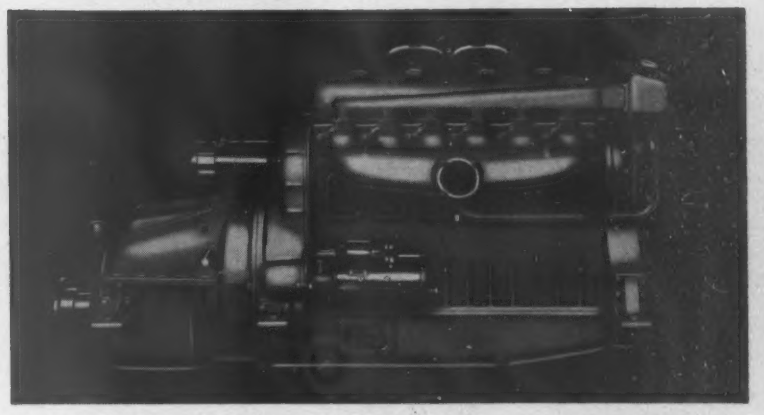
While there are many different styles and sizes to suit all kinds of boats, all Gray Marine Diesels are built of the same standard parts for low-cost service and the same perfect performance.



All Gray Marine Diesels are available in Symmetrical Pairs, direct or reduction drive, with manifolds inboard or outboard. The 3-cylinder engine weighs 1650 lbs., develops 82 h.p. at 2000 r.p.m. The simplest, smoothest Diesel and the safest buy.



110 h.p., 4-cylinder Gray Marine Diesel, 60½" long, 1900 lbs. Fresh water cooling system is standard. Reduction ratios from 1.5:1 to 3:1, independent clutches for forward and reverse with 100% neutral, on all sizes.



6-cylinder Gray Marine Diesel, 165 h.p., 2250 lbs. — less than 14 lbs. per horsepower fully equipped. No high pressure fuel lines; standard parts; easiest service; simplest construction; smoothest running.

GRAY MARINE MOTOR COMPANY

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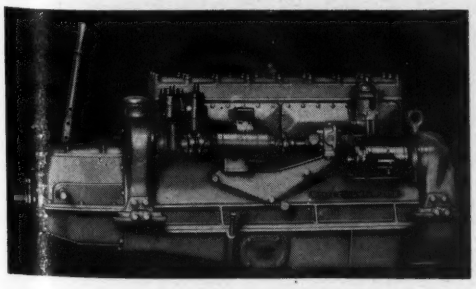

5 to 175 h.p.
Gray builds a complete line of highest quality gasoline Marine Motors—Fours—Sixes—Eights—for Medium and Heavy Duty. Gray also builds the famous "Phantom Series" for Runabouts and Racing, 45 to 175 h.p. Both Rotations — Reduction Gears and "Vee-Drive" Gear, to put the Motor aft. Shown here, "Super-Eight—160."

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J. Walter Collinge

"Typhoon," Stuart Babcock's new 41-footer built by Fellows & Stewart, of San Pedro, California. She was designed by George Wayland, with an eye to the Honolulu Race to be sailed this summer

WEST COAST BUBBLES

By Waldo Drake

THE Pacific Coast Championship Regatta will be sailed off San Francisco's Treasure Island, site of the Golden Gate International Exposition, August 28th to September 4th, according to an agreement reached by member groups of the Pacific Coast Yachting Association.

In the preceding week, the two top-ranking Star sloops from each of the Star Class fleets in the Pacific area, including Hawaii, will assemble on San Francisco Bay for the new Silver Star championships.

The San Francisco race week is expected to be the biggest racing turnout in Pacific Coast yachting history. A campaign has already been launched by the Southern California Yachting Association to insure a big South Coast exodus to the Golden Gate and similar efforts are being made by northern groups.

Treasure Island will also be the starting point of the biennial race to Honolulu, on July 4th, under auspices of the Trans-Pacific Yacht Club.

+ + +

A new racing-cruising yawl for Commodore William L. Stewart, Jr., of the Los Angeles Yacht Club, was started in December by the Wilmington Boat Works. She is to be in commission by next June 1st, in time for expected participation in the San Francisco-Honolulu ocean race.

Designed by Sparkman & Stephens and closely resembling the Bermuda Race winner *Baruna*, she will have an over all length of 67′, a water line length of 46′ 6″, beam of 13′ 10″ and her cruising draft of 9′ 1½″ will be increased to 12′ 5½″ by use of a bronze centerboard through her 30,000-pound lead keel. She will hoist 2,000 square feet of working canvas and her mainmast will tower 77 feet above the deck. Standing rigging will be the Monel metal rods recently introduced on the West Coast in the California "Thirty-twos."

Commodore Stewart's present 55-foot schooner *Santana* won the schooner prize in last year's Bermuda event and took second honors in the 1936 race to Honolulu.

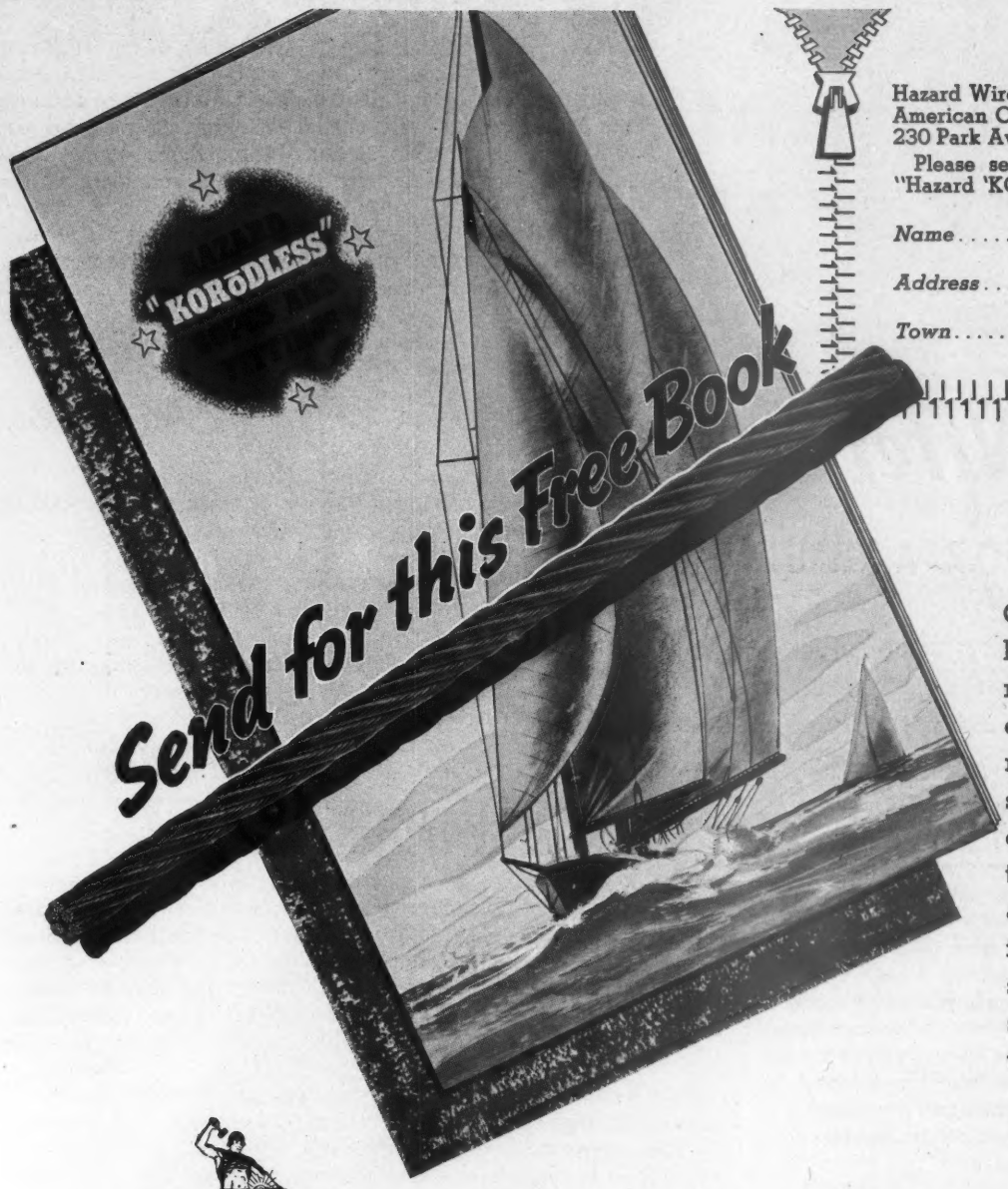
+ + +

The West Coast outboard marathon title was won by the veteran Herb Rimlinger, of Culver City, in his "C" service runabout *Captain Kidd*, when the 50-mile event was run in the Long Beach Marine Stadium on November 13th. Against 20 participants, *Captain Kidd* toured the course in 1 hour 28 minutes. Other leaders were, in order, *Top Row*, Richie Collins; *X QS ME*, Ralph Gilber; *Nuffy*, Forest Lundy.

The spectacular 25-mile event for inboards was won by Roy McCullough's one-design *Yankee Doodle*. The local boat's time was 1 hour 42 minutes 35 seconds. She was followed by *Idolon*, Dwight Avery; and *Uncle Sam*, John Gard.

+ + +

Actual construction was under way early in December on the breakwater which will form the backbone of the new municipal yacht harbor at Redondo Beach, at the lower end of Santa Monica Bay. The 2,520-foot mole, scheduled to be completed by next August, will eventually provide mooring protection for 500 yachts. The development meets a warm welcome from South Coast sailing yachtsmen, as it will offer a break in the 35-mile windward thrash from San Pedro to Santa Monica.



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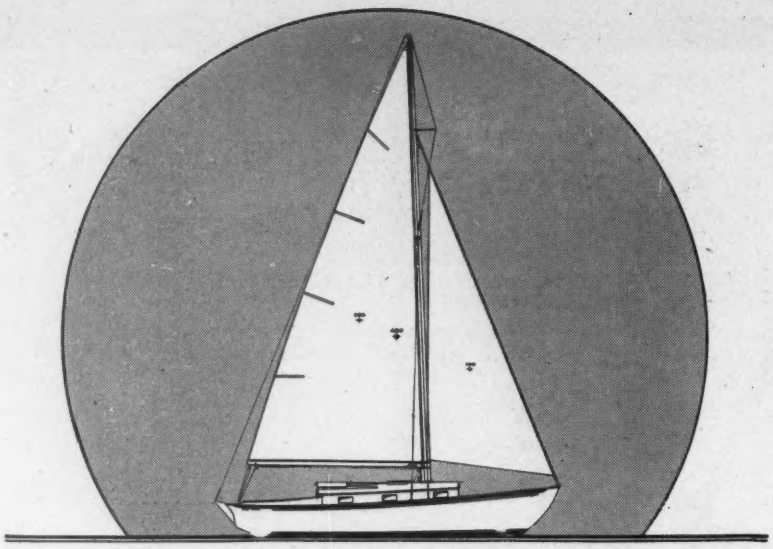

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(TRADE MARK)

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Designer Charles D. Mower, New York City
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Builder Palmer Scott, New Bedford, Mass.

30′ x 23′ x 8′ 6″ x 4′ 6″

My second boat is the result of the same inch-juggling process which produced her predecessor.

The *Over-Niter* has

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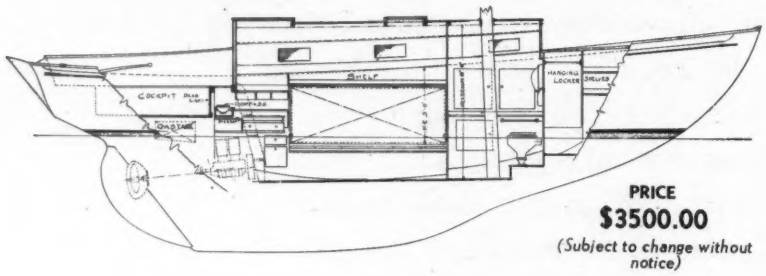

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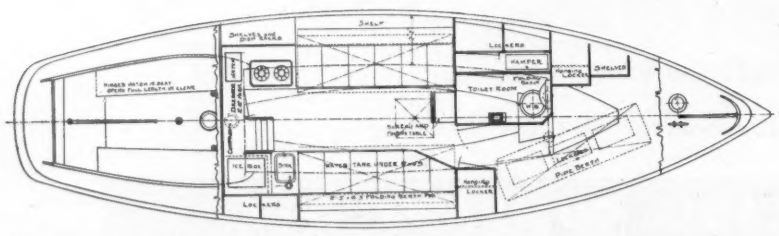
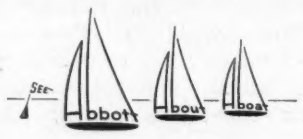


I shall be glad to assist in disposing of your present boat as the first step toward the purchase of an

Over-Niter



Donald B. Abbott
Chrysler Building New York City

The 110-foot Diesel cruiser *Memory* (ex-*Robador II*), has been purchased from Heinrich Bellows, of Hollywood, by Lewis Hirshon, young American plantation and cannery operator of Tahiti.

She is being converted at the Wilmington Boat Works into a combination cargo and passenger carrier, for operation between Papeete and the Leeward Islands. Hirshon will leave San Pedro about February 1st for Papeete.

\+ + +

William A. Bartholomae and his Eight-Metre *Yucca* again captured the Santa Maria Trophy in the annual Thanksgiving week-end regatta of the Los Angeles Yacht Club at San Pedro. *Yucca* easily defeated Owen Churchill's *Angelita*, sailed by Ted Conant, and Pierpont Davis' *Santa Maria*.

Young Bill Slater again won the Six-Metre event with *Lanai*. His sister Peggy sailed her Pacific Inter-Club *Seventh Heaven* to victory.

Victors and place winners in the series among five classes:

Six-Metres: *Lanai*, William Slater; *Ay Ay Ay*, Russell Simmons; *Ripples*, Sally Swigart.

Pacific Inter-Clubs: *Seventh Heaven*, Peggy Slater; *Challenge*, Walter Fleitz; *Atalanta*, Kenneth Pier.

Snipes: *Sunny Pup*, William Schultz; *Leilani*, Darby Metcalf; *Quien Sabe*, Barbara Metcalf.

Star Class: *Win Blu*, Robert Ziegler; *Three Star Too*, Jack Streeton; *Skipper II*, Howard Wright.

Inter-Club Dinghies: *Susie Q*, Willard Shepherd; *Ninita*, John Wells; *Moses*, Glenn Meyers.

COMET COMMENTS

By Malcolm Lamborne, Jr.

WELL, February 11th and 12th have been decided upon as the dates for the midwinter regatta for Comets down in Puerto Rico. Commodore Luis Santaella and the Club Nautico de San Juan, which sponsors the regatta, are expecting skippers from the United States to arrive in plenty of time to tune their boats and join in the celebration of the island's carnival season which begins the first of the month. The preliminary plan indicates that Comet sailors and their boats will leave from New York City on February 2nd.

In the meantime, as the island yachtsmen make arrangements to accommodate visiting skippers, the San Juan Comet fleet is expected to number twelve boats by the beginning of the year. Final plans for the regatta are to be formulated this month at the annual meeting in New York on January 13th.

Those wishing to ship their Comets and engage passage to Puerto Rico should communicate with Edward K. Merrill, 517 Chestnut Street, Philadelphia. It would be advantageous for all those planning to make this trip to make all arrangements through Mr. Merrill.

\+ + +

Comet enthusiasts received high honors in the fall elections of the Raritan Bay Yacht Racing Association. John ("Uncle Joe") Fernandes, head of the Raritan Comet region, was elected president, the first Princess Bay yachtsman ever to be selected. Einar Christiansen, member of the national measurement committee of the C.C.Y.R.A., is vice president. Reëlected secretary was Charles Fox, Jr., of the national High Point Trophy committee.

\+ + +

In addition to prizes for spring and fall series winners of the Potomac River Comet fleet, several interesting new trophies were presented to Comet sailors at the annual dinner and dance of the Potomac River Sailing Association in Washington last month. The Capital's only all-girl team, Barbara Myers and Florence Wright, skipper and crew of the *Minx*, received, before a large crowd that included a goodly number of local and national yachting figures, a Good Sportsman Trophy. For the increased improvement he has shown this year over last season's competition, Henry Brylawski, skipper of the *Nimbus*, was given a prize known as the Tome Trophy, a copy of Chapelle's *History of American Sailing Craft*. Twelve boats figured in the tabulations. The first place prize for the fall series went to Ernie Covert and his *Escapade;* second, to Verner Smythe with his *Sassy Too* and third, to Bill White and his *Frolic*.

SIX *NEW* LAUSON easy starting 4-CYCLE INBOARD ENGINES

Especially developed for use as primary or auxiliary power units in a wide range of small commercial and pleasure craft—the six *New* Lauson Inboard Engines combine a new high in efficiency and economy with *a new low in first cost*. Small, compact, light in weight . . . easy starting and smooth running. Oil and gasoline are separate as in automotive engines . . . making them simple to understand and operate. Forty-six years of engine building, and the fact that Lauson builds only *inboard* marine engines guarantee their reliability. *Write today for new Lauson Marine Engine Catalog.*

AT THE NEW YORK BOAT SHOW VISIT SECTION "N" MEZZANINE

New 1 Hp Air Cooled 4-cycle Inboard Motor

WATER-COOLED

1 HP 2½ HP 5 HP

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- **BALL BEARING CRANKSHAFT** on all models.
- **END THRUST BEARINGS BUILT INTO THE CRANKCASE** on all models.
- **STANDARD MARINE BASE,** permitting installation tilt up to 12 degrees on all models.
- **LIGHTER WEIGHT, GREATER COMPACTNESS** feature all models. The 1 hp air-cooled model weighs only 27 lbs.; the 1 hp water-cooled, 35 lbs.
- **10 HRS. OPERATION ON 1 GAL. OF GAS** . . . you can run a 14-ft. boat 10 hrs. at 7 to 8 miles per hour on a single gallon of gasoline.
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She is a tank tested Sparkman & Stephens boat designed to sail, and the only real innovation is that CRUSAILERS have a raised deck which tremendously increases the useful room below over that of the usual sailboat.

1939 CRUSAILERS will carry a three foot bowsprit and spread 244 square feet of jib topsail in addition to the former well balanced working rig of 605 square feet. With two of our fleet already so equipped, we know that CRUSAILERS will show their heels to a lot of "sailboats," yet with jib topsail dropped, she is her old self, capable of taking whatever comes in fair seas or foul.

And lastly, don't forget water line length — not over all — is what gives real accommodations below, with headroom everywhere. Nearly thirty-six feet on the water line provide CRUSAILER with comforts seldom found in a boat even ten feet longer over all.

SPECIFICATIONS: 41′ o.a., 35′ 10″ w.l., 11′ 3″ Beam, 5′ Draft. Actual sail area 849 sq. ft. Rated Sail Area 713 sq. ft. Sails by Ratsey — Power 58 h.p. Lycoming. Designed by Sparkman & Stephens, Inc. Price $12,750.

New — Crusailer 52′

For those desiring even more commodious accommodations, we can now offer the custom built, tank tested Sparkman & Stephens designed CRUSAILER 52′ with 1222 sq. ft. sail area.

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BOOTH 146 — NEW YORK BOAT SHOW

Crusailers on Exhibit at Minneford's City Island Show Room

Reflections on the Miles River, on the Eastern Shore of Maryland. From a photograph by C. Lowndes Johnson, of the Talbot Comet Fleet

Among significant legislation of the C.C.Y.R.A. executive committee, meeting in Philadelphia the middle of November, was a ruling on the number of fleet representatives to qualify for the National Championship Regatta. Next season, a fleet of more than twelve Comets actively holding eliminations will be qualified to send two boats. A fleet of from five to twelve craft can send one representative. In the case of a new fleet with less than five boats, that group will be permitted a single contender for the championship, but to qualify the following year must have at least five Comets racing. Should the leading skipper not be able to attend the Nationals, a substitute may be appointed in order of standings to fourth place for a fleet rating two candidates and to second place for a fleet with a one-candidate rating.

\+ + +

Amateur movie photography these days is a pretty common, although not always a successful, hobby. An exception is some 2000 feet of film, in color, of the 1938 National Regatta taken at Skaneateles, N. Y. John Barnes has compiled the reels and they are topnotch. He will loan them to any Comet fleet or yacht club interested in showing them this winter.

\+ + +

Results of the fall series of the Indian Landing Boat Club fleet, located on the Severn River, at Millersville, Md., show that, again, Mr. and Mrs. Bob Welsh are leaders in their *Sky Fire*. However, a newcomer, young Bill McKelway, of Washington, D. C., sailed his Comet *Elf* to second position, six points behind the *Sky Fire*. Gene Scharf, in *June Bug*, was third.

\+ + +

A series of classes by members of the Medford Boat Club fleet, led by Bill Neilson, Sam Lanza and John Nelson, in the clubhouse at West Medford, Mass., has been attracting a large and enthusiastic audience each week. Lectures and chalk talks have dealt with elementary sailing, racing tactics and racing rules. The group is making plans for a Comet booth in the Boston Motor Boat Show.

\+ + +

Walter Stuemfig, of Ocean City, N. J., has purchased a new Oxford Ship Yards Comet, the first of her class to be equipped with rod rigging. . . . Before the month is over, the site of the 1939 championships should be decided upon; bids have been received from two likely locations, Long Island Sound and Chesapeake Bay. . . . J. P. Mudd is captain and E. K. Merrill, secretary of the Riverton Y. C. fleet at Riverton, N. J., for the new year. . . . Lynn Hendrickson and Ed Braddock were elected fleet captain and secretary of the Barnegat Bay Y.R.A. fleet.

\+ + +

The annual meeting of the Comet Class Association will be held on Friday, January 13th, at the Belmont Plaza Hotel, New York, corner of 49th Street and Lexington Avenue. The meeting will be at 6:00 p.m., to be followed by a dinner at 7:30. Preceding the general meeting will be a meeting of the Executive Committee at 4:30 p.m.

The Belmont Plaza is only a block from the Motor Boat Show where many new Comets will be on exhibition and a large attendance of members is looked for at the meeting and dinner.

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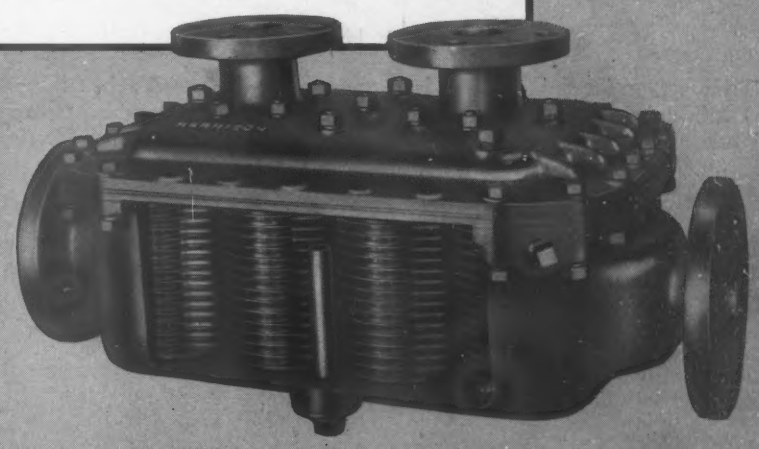

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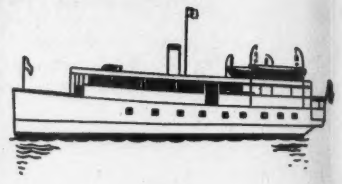
INVALUABLE FOR RACING AND CRUISING — SPECIFIED BY THE FOREMOST NAVAL ARCHITECTS

JOHN G. ALDEN — Used on Malabar I to X and on my better grade yachts. Most satisfactory for racing and cruising.
Frank C. Paine (Designer of Yankee) — Highly recommended.
Cox & Stevens — Used largely on vessels with which we have been connected, with complete satisfaction.
Henry J. Gielow — As near 100% perfect as possible.
W. Starling Burgess (Co-designer of Ranger) — Invaluable for racing and cruising.
Sparkman & Stephens — (Olin J. Stephens, Co-designer of Ranger) — Most satisfactory.
Kelvin-White Co. — Best cruising and racing bottom paint on the market.
Pan-American Society of Tropical Research — This paint is of a very superior quality.



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GREAT LAKES BREEZES

By R. A. Haynie

THE season for club elections is on and the South Shore Yacht Club, of Milwaukee, recently elected the following officers: Commodore, George Walker; vice commodore, Arthur Skelding; rear commodore, Charles Elsby. The efficient Al Nickel continues as secretary.

\+ + +

New officers of the Sheridan Shore Yacht Club are: Commodore, Richard Barnes; vice commodore, Hal Elliott; rear commodore, Art Van Deusen; treasurer, Frank Wallace; secretary, Al Brittain.

\+ + +

John Snite sold his famous schooner *Bagheera* and is now in the throes of deciding what kind and size of yacht he should have. What a problem!

\+ + +

The ice yachting season is at hand. Frostbite dinghy racing having come to a close, those guys and gals who do n't know when they have had enough are getting the ice boats out of storage and are busy on the ice at the nearby inland lakes.

The Chicago Ice Yacht Club, the Penguins and the Fox Lake Ice Yacht Clubs all have quarters on Fox Lake.

\+ + +

W. J. Holliday recently purchased *Argosy*, a 48-foot motor-sailer, and had her completely rebuilt at the Thompson Boat and Engine Works of Chicago, from plans drawn by Fritz Lippold. She is now on her way south through the Panama Canal to the Pacific Coast of Mexico where her owner will enjoy some of the excellent fishing to be had there.

\+ + +

Charlie Knight, erstwhile Star boat enthusiast, has purchased a power yacht and is taking her south for Florida fishing.

\+ + +

Jack Magill reports selling two Matthews motor-sailers, *Waif* to Dr. Raymond C. Warner, of Milwaukee, and *Marvade* to Le B. Foote. Also, *Georgiana*, 40-foot a.c.f. cruiser, to P. E. Pope, of Chicago.

Clare Udell has bought an interest in Chick Waltman's famous Class R yacht *Ardelle* and announces that she will be in top notch racing condition next season. She will have a new spar and be entirely re-rigged, using rod standing rigging, and will have a complete suit of new sails. *Ardelle* always was a fast yacht and with a modern rig may be expected to be a real contender in the stiff racing this class enjoys at Chicago.

\+ + +

Herman Karnstedt has sold *Hope*, twice winner of the Mackinac Race, Universal Division, to C. P. Wachsman, of the Columbia Yacht Club.

With *Hornet* already here, and the possibility of one or two more "Q's" at Chicago, there will be keen interest in the inter-city racing in this class.

\+ + +

The well-known "Red" Nimphius, of Milwaukee, is building two cutters for Milwaukee yachtsmen, both from Phil Rhodes' designs. One is a "Little Sister," the other a 30-footer.

\+ + +

Harry McCluske, of the Chicago Yacht Club, has bought a Sparkman & Stephens "Islander," for delivery in the early spring. Harry promptly applied to the L.M.Y.A. for a racing number. That's the proper spirit!

The Burger Boat Company, of Manitowoc, is building a 50-foot welded steel power cruiser for a Chicago yachtsman.

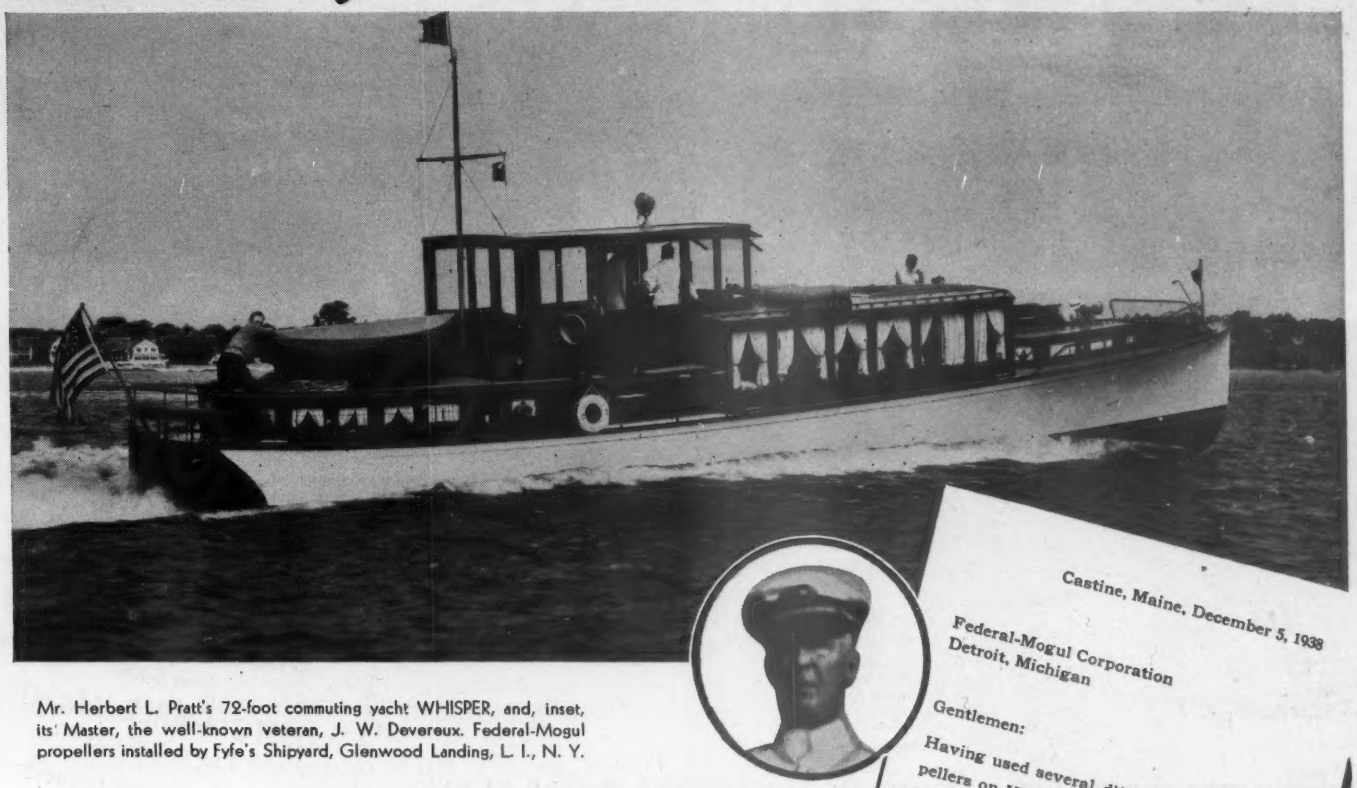
\+ + +

The Superintendent of Lighthouses at Detroit announces that a radio beacon has been established at Mackinac Island, which will be operated in conjunction with the beacon at St. Ignace. This will materially aid in navigation by direction finder in the Straits of Mackinac.

\+ + +

The L.M.Y.A. will conduct two courses in navigation this winter. One course will cover piloting and dead reckoning and the other will be celestial navigation. There will also be a series of lectures on practical subjects of interest to yachtsmen generally.

CHOICE *of the* LONG ISLAND FLEET!



Mr. Herbert L. Pratt's 72-foot commuting yacht WHISPER, and, inset, its Master, the well-known veteran, J. W. Devereux. Federal-Mogul propellers installed by Fyfe's Shipyard, Glenwood Landing, L. I., N. Y.

Castine, Maine, December 5, 1938

Federal-Mogul Corporation
Detroit, Michigan

Gentlemen:

Having used several different makes of propellers on Herbert L. Pratt's 72-foot commuting yacht "Whisper" for the past number of years, we decided to try a pair of Federal-Mogul Equi-Poise wheels, and after a trial run, decided our wheel troubles were over. After several hundred hours of running the past season we are convinced that the Equi-Poise is all that we thought it was. Its beauty of design, freedom from vibration, lightness and strength, make it, in my opinion, the outstanding propeller in its field today.

Yours very truly,

J. W. Devereux.
Master

FEDERAL-MOGUL PROPELLERS
GIVE DEPENDABLE PERFORMANCE!

Through fair weather and foul, the Long Island commuters make their daily trips with rigid punctuality, and frequently endure some of the worst weather and water punishment to be experienced on American shores. Like Captain Devereux, many of these veteran masters have found, by test and experiment, that Federal-Mogul propellers not only ably stand the gaff, but also produce maximum boat speed, greatest operating economy, velvet-smooth, vibration-less riding, and, with their amazing durability, assure extra years of trouble-free service.

Here is a real "proving ground" for propellers, that conclusively supports the preference of leading naval architects, boat builders, engine manufacturers and dealers—and thousands of individual boat owners—for Federal-Mogul wheels. On YOUR boat, too, you'll find a Federal-Mogul will give you this superb performance, economy and lasting satisfaction. See your dealer NOW!

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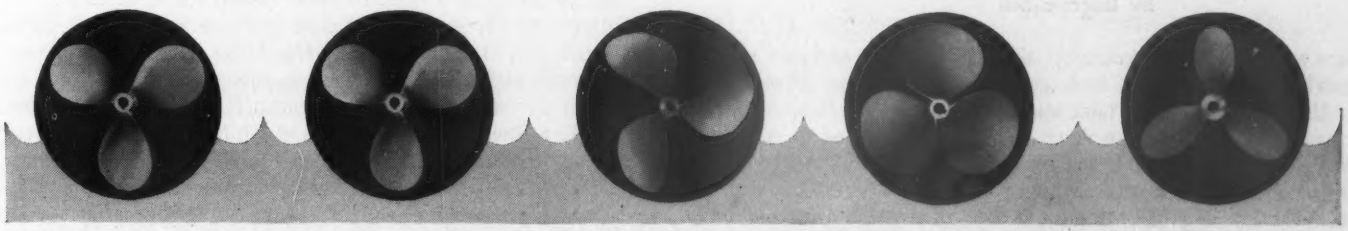


TRU-PITCH STANDARD | TRU-PITCH HEAVY-DUTY | EQUI-POISE STANDARD | EQUI-POISE "CLOVER-LEAF" | TRU-PITCH MOTOR SHIP

The L. M. Y. A. has scheduled its annual regatta at Lake Macatawa next year and it will be sailed on Sunday, July 2nd. In this connection,the Chicago Y. C. will sail a race from Chicago to Lake Macatawa on Friday, June 30th, in which the Cruising Division will compete for the George O. Clinch Trophy, and the Universal Division will race for the Colonel Robert E. Morse Trophy.

The Milwaukee Y. C. will also schedule a race from Milwaukee to Lake Macatawa at the same time. It is thought that if this idea is successful, the annual regatta will be held at Lake Macatawa every year, as it is probably the most central location on the lake.

Other open races were scheduled as follows:

June 17, Michigan City Race, Columbia Y. C.
June 17, Milwaukee to Sheboygan, Milwaukee Y. C.
July 17, Saugatuck Race, Jackson Park Y. C.
July 22, Mackinac Race, Chicago Y. C.
August 19, Waukegan Race, Columbia Y. C.
August 24, Daily News Regatta, L. M. Y. A.
September 2, 3, 4, Triangular Race, Jackson Park Y. C., Chicago Y. C., Columbia Y. C.
September 1, Milwaukee to Grand Haven, South Shore Y. C.
September 16, Sheldon Clark Regatta, Chicago Y. C.
September 17, Wind Point Race, Milwaukee Y. C.

CHESAPEAKE BAY ACTIVITIES

By Bugeye Bill

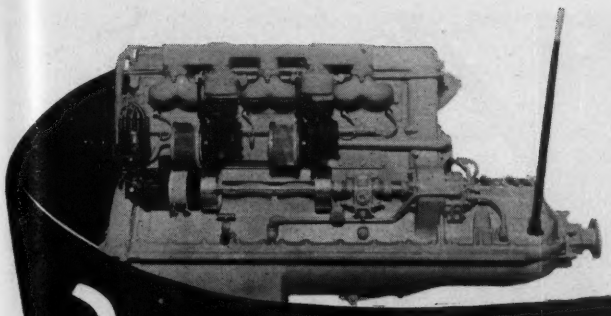
FIRST there were the Navy "ketches," then the *Vamarie* and now a fleet of four yawls as well as ten 14-foot International dinghies. That is the prospect for the Naval Academy next season as outlined by Rear Admiral Wilson Brown. In addition to the yawls, which are expected to compete in Bay regattas this summer, and the dinghies which will figure in intercollegiate racing, fourteen old cutters will be replaced by new 30-foot whaleboats for rowing and sailing drill. Prominent firms of architects and builders have been invited to bid on the yawls, with the hope of delivery in April. Not just another Navy sailer, the design specifies a boat with smart sailing qualities and rigged in the latest manner. They will be about 44 feet over all, 30 feet on the water line and around ten tons displacement. Jib-headed in rig, the sail area should be between 950 and 980 square feet. There will be accommodations for seven and a light Diesel engine of 15 hp. will furnish auxiliary power.

After many years of seeking for perfection in technical education, the Naval Academy is returning to the realization that a naval officer must still be a seaman in the fullest meaning and know the feel of a smart little racing boat under sail. The yawls will compete in Class B cruising division under the Bay rule.

\+ + +

Meeting last month as guests of the Annapolis Yacht Club, delegates and an even larger number of interested yachtsmen of the Chesapeake Bay Yacht Racing Association decided upon, among other important matters, dates for the 1939 open regattas. Here is the schedule:

May 21. Swan Point-Love Point Race, Gibson Island Yacht Squadron
June 3–4. Opening Day, Maryland Yacht Club
June 17–18. Rhode River Rendezvous, G.I.Y.S.
June 24–25. 1st Annual Regatta, Potapskut Sailing Association
June 30, July 1–2. Gibson Island-Hampton Race, Hampton Yacht Club
June 30, July 1–2. Hampton Y. C. Regatta
July 3–4. Rock Hall Yacht Club Regatta
July 8–9. Elk River Yacht Club Regatta
July 15–16. Sparrows Point Yacht Club Regatta and G. Porter Houston Series for Snipes
July 22–23. J. Rulon Miller Memorial series for Stars, G.I.Y.S.
July 22–23. 1st Open Regatta, G.I.Y.S.
July 29–30. Gibson Island-Poplar Island Race, G.I.Y.S.
July 29–30. Chester River Yacht and Country Club Regatta
August 3–5. St. Michaels Regatta, Miles River Yacht Club
August 6. Miles River Race Back, Maryland Y. C.
August 11–13. Gibson Island-Oxford Race, Chesapeake Bay Yacht Club; Sailing Races, Tred Avon Yacht Club and Chesapeake Bay Y. C.
August 19–20. Annapolis Yacht Club Regatta
August 26–27. Indian Landing Boat Club Regatta
August 27–28. Rappahannock River Yacht Club Regatta
September 2–4. Cedar Point-Gibson Island Race, G.I.Y.S.; Norfolk-Portsmouth Yacht Racing Association Regatta; West River Sailing Club Regatta
September 9–10. Maryland Yacht Club Regatta
September 16–17. Potomac River Sailing Association Regatta



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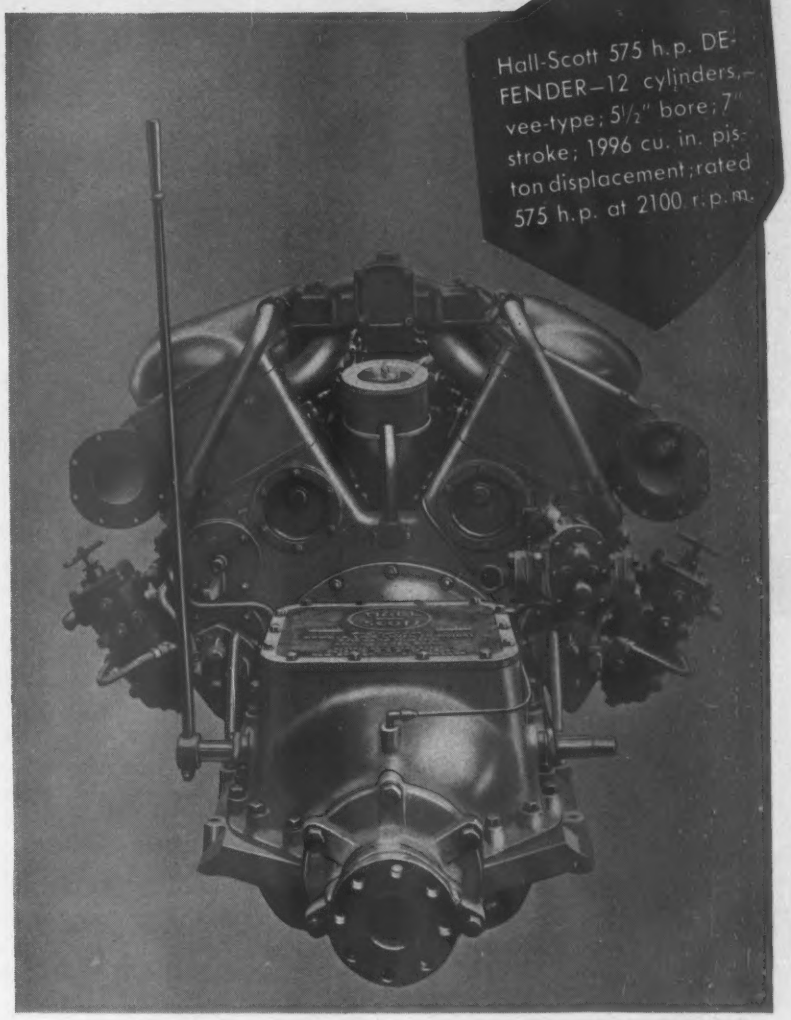

Hall-Scott 575 h.p. DEFENDER—12 cylinders, vee-type; 5½" bore; 7" stroke; 1996 cu. in. piston displacement; rated 575 h.p. at 2100 r.p.m.

See the Hall-Scott 575 h.p. V-12 engine, the DEFENDER, at the New York Motor Boat Show. DEFENDER fills the long felt need for a marine engine of this size thoroughly modern in design, rugged enough to hold up under hard service, and not representing any other type of engine revamped for marine use. There is nothing experimental about DEFENDER. It is the natural outgrowth of eight successful years of experience and development of the Hall-Scott 6-cylinder INVADER. Indeed the fundamental design of the INVADER has proved so sound in actual use that it has simply been revised and adapted to the special requirements of a V-12 design.

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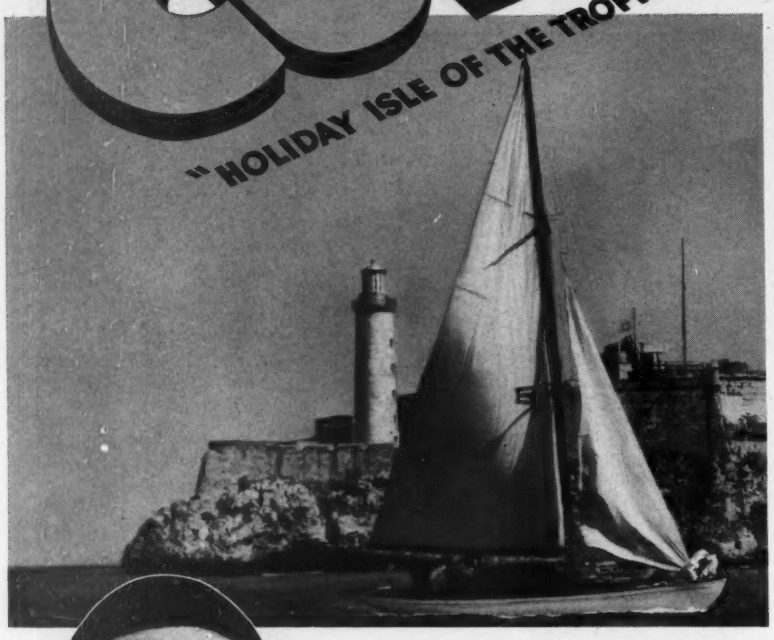

Rear Commodore Rafael Posso, internationally famous Cuban yachtsman, extends a personal invitation to fellow sportsmen to visit Cuba this year.

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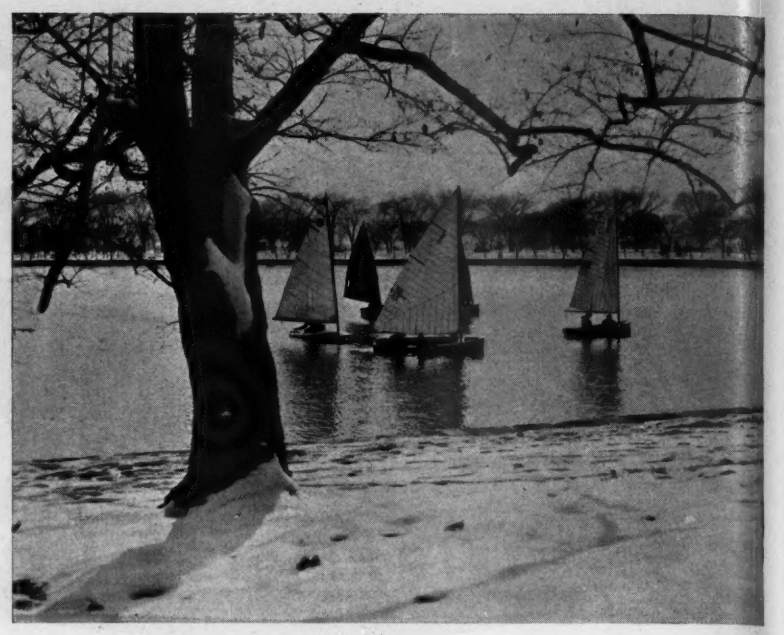

Yachtsmen in the national capital have taken up Frostbite racing. This photograph, taken on November 27th, 1938, shows some of the boats on the sheltered water of the Tidal Basin with one of the noted Japanese cherry trees in the foreground

It is interesting to note that the Gibson Island club plans a two-day regatta exclusively for small one-design classes, Stars, Comets, Snipes, Moths and Hamptons. L. Corrin Strong was reëlected for the second year president of the C.B.Y.R.A. and D. Verner Smythe was chosen secretary-treasurer. Both hail from Washington. Bob Wayland, of Baltimore, is the new vice president.

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Trophies for the fall series winners of the Potomac River Sailing Association were presented last month at a banquet in Washington. First place prizes went to Dr. Albert Pagan in the 20-foot restricted class; Ernest Covert, in the Comet Class; E. B. Lambert, in the A Handicap Division; Enos Ray, in B Handicap; and Al Greever, for the Snipe Class.

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Annual elections continue to be the important function for clubs these days. L. Corrin Strong was unanimously elected commodore of the Gibson Island Yacht Squadron at a meeting in Baltimore's Merchant Club recently. Other officers included John Sherwood, vice commodore; Emery Niles, rear commodore; H. Clay Primrose, fleet captain; Dr. William Rowland, chairman, race committee; Murray Sullivan, fleet secretary; Melville Grosvenor, chairman Admissions Committee.

The Indian Landing Boat Club, Sailing Division, will be headed by Henry Woodward as president; Bob Welsh, vice president; Gene Scharf, secretary, and William Baldwin, treasurer.

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A seven-inch snowfall and sub-freezing temperatures gave the Potomac Polar Bears a frigid baptism late in November as Washington's first attempt at frostbite racing. With Bill Preston, the Capital's No. 1 dinghy enthusiast, doing the promotion, six boats came out and their skippers found it great sport. Races are being held every other Sunday under auspices of the P.R.S.A. Later the Bears plan to trail to Gibson Island for a one-day match against Island sailors. While the Capital Yacht Club waterfront is having its face lifted as part of the extensive harbor improvement, racing off the club is impossible. The group is using the facilities of the capital's parks on the Tidal Basin, and is finding them ideal, the waters being without any tides despite the name.

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From the Eastern Shore, specifically from the Oxford Group, comes word that Halliburton Fales is equipping a Bay freighter with refrigeration and plans to run perishable supplies out of Miami for Nassau. Bob Gibson says it sounds like South Sea trading out of Oxford. Ralph Wiley fitted out the erstwhile trader. . . . After riding out the September hurricane in New Bedford Harbor, tied four ways to dolphins, the 55-foot ketch of Commander Clarke Withers, U.S.N., retired, has taken up permanent moorings at St. Michaels. . . . Smith's Yard, at Seaford, Del., recently launched a tidy little yawl for C. Lowndes Johnson who is rigging her at his home near Easton. . . . H. O. Michael, of Baltimore, has ordered a 30-foot cabin cruiser to be built by Hartge's Boat Yard, of Galesville, from designs by Downing, of Baltimore. This yard is also building a 20-foot chine sail boat for Carlton Skinner, of Washington.

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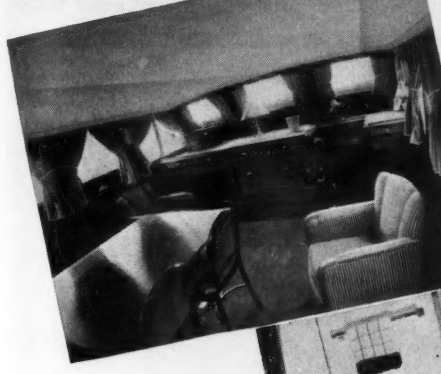

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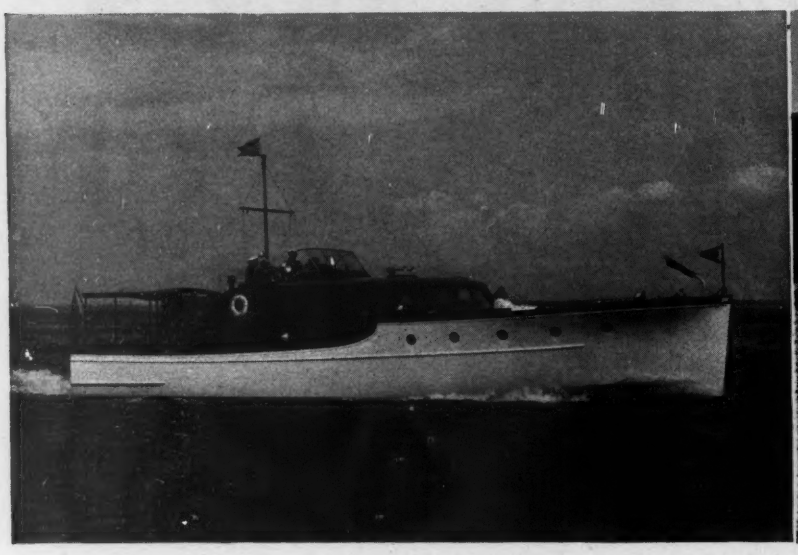

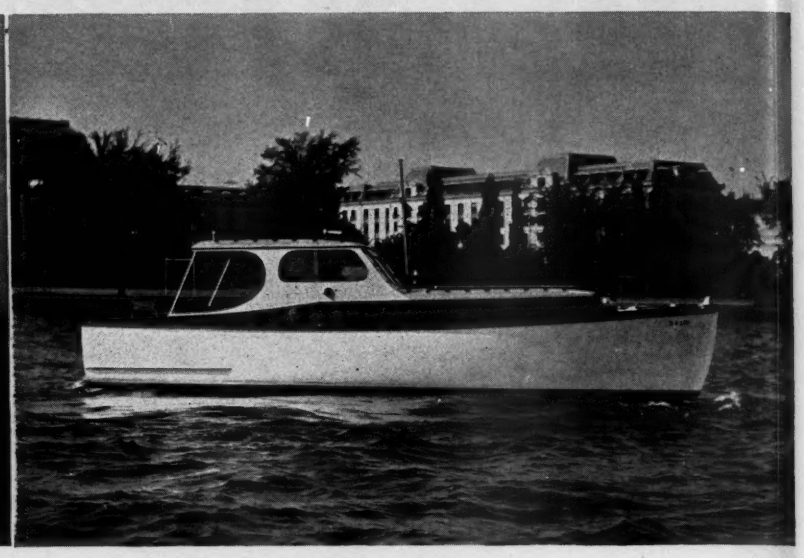

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REEF POINTS FROM EASTERN CONNECTICUT

By Walter Rowe

THE active racing season on the Connecticut River ended at Essex with the Roosevelt Trophy Regatta for dinghies over Armistice Day week-end. Forty-odd Class X and D boats turned out and, for a change, the weather was favorable. Light and variable winds during the qualifying series and a fresh breeze for the finals made it a complete test of the skippers' versatility. William (Hurricane) Dodge took the Dinghy Trophy presented by George E. Roosevelt for Class X with a clean sweep of every race in the finals while the veteran Bill Swan won in the little "D" boats. The Mystic skipper gave the "X" skippers a bad beating and justified his nickname by his splendid exhibition of heavy weather sailing. Sam Wetherill was in second place after winning the qualifying series from thirty boats. George Hart, from Hartford, after experimenting with rig and sails to no purpose on Saturday, took the consolation division into camp on Sunday by winning all but one race. Commodore Hugh Matheson, of the Yale Corinthian fleet, was in second place.

The feature of the regatta was a team match on Friday between the Yale old "grads" of the Essex Y.C. and the Yale Corinthians. With a father and son battle between Richard Deming, Sr., and Jr., taking the spotlight, the old "grads" really gave the undergraduates a fine trimming. George Hart captained the old "grad" team of Francis W. Cole, Jr., Hervey L. Stockder, Albert W. Erdman, Jr., and Robert L. Stockder; Hugh Matheson led the young Elis' team of Frank Haynes, John Nelson, Hardy Matheson and the Deming family which had a private match race.

The assembled dinghy sailors and the members of the Essex Y.C. were treated to an evening of fine colored movies of the cruise around the world of Irving Johnson's *Yankee*. E. L. Zacher, Jr., took the pictures and Leverett B. Davis provided the sound effects. These two Hartford youths, members of the Essex Y.C., were in the crew of the *Yankee*. They presented to the club a club burgee that had made the voyage and a South American equivalent of a dinghy bailer.

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Continuing with the dinghies and shifting the scene to Morris Cove, New Haven, off the Yale Corinthian boathouse, an event of major importance in intercollegiate sport took place on December 3rd. A regularly scheduled and official regatta was sailed between Yale and Vassar with the girls putting on a most creditable performance in their first attempt at dinghy sailing. Sailing as the Vassar Corinthian Y.C., with Commodoress Agnes (Aye-aye) Clothier leading the team, the lady skippers from Poughkeepsie beat the Eli skippers in one of the five races by 12 to 9, narrowly missed another (losing 11 to 10) and were soundly licked in the remaining events. The final score was: Yale, 64; Vassar, 42. Frank Haynes was the high scorer with his *Mint Julep* winning three of the races, while Dick Deming and Hardy Matheson took the other two. The race committee, headed by Stuart Fulkerson and assisted by Finlay Matheson of the Georgetown University Y.C., sent the boats twice around a windward and leeward course in a light northerly.

The Vassar girls actually had the jump on some of the Yale boats in several starts. The girls were unfamiliar with the intricacies of Frostbite dinghy sailing but were by no means novices in yachting. Miss Clothier, who organized the yacht club at Vassar, sails at Chester, Nova Scotia. Crewing for her was Margaret Edwards, from Grosse Pointe, Michigan. In the other boats were Cree Brooks, from Northeast Harbor, the women's champion of the Maine coast, and Jill Markell, of Long Island, veteran of several cruising races. Fannette Horner and Margaret Brown, both from the Nantucket Y.C., manned (?) the other boat.

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At the annual meeting of the Essex Y. C., Hubert Toppin was reëlected commodore with Albert Erdman as vice commodore and Dunbar Hinrichs as rear commodore. E. L. (Skip) Eveleth and E. V. D. (Dyke) Wetmore will serve as secretary and treasurer once more. The annual awards were made and H. M. Baker repeated for the Cruising Shield with his Bahamas voyage in the *Ranger*. Incidentally, the Bakers did not get off for southern waters as erroneously reported here last month but will probably spend the winter aboard *Ranger* at their own dock in South Cove, Essex. Alfred Stanford was honored for his efficient emergency work on the *Director II*, *Lascar II* and *Capella*, on all three of which Al was aboard when serious trouble developed. His will be the first name on the James Willets Memorial Trophy for unusual and outstanding Corinthian achievement. The Fahnestock Bowl, for the best dinghy crew job of the year, was given to Marian Smith who hiked out on the rail of Sam Wetherill's boat from early spring to late fall and contributed much to the almost constant string of victories won by the *Wench*. A special plate was also given to Whitman Kenyon for the exceptional activity of the *Stortebeker* during and following the hurricane.

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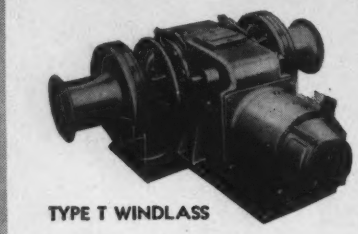

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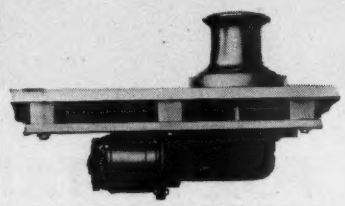
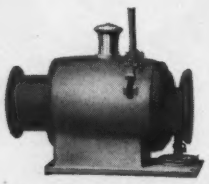
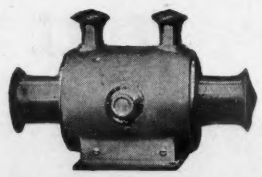


VERTICAL ELECTRIC WINDLASS



DOUBLE ACTION HAND WINDLASS

VERTICAL ELECTRIC BOAT & SAIL HOIST



ELECTRIC BOAT & SAIL HOIST

A-E-CO DECK Auxiliaries

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Spindrift . . . Peter H. Comstock, of Ivoryton, has ordered a *Malabar, Jr.* from John Alden for spring delivery. We think Pete ought to name her *Fire Water* since his dinghy is the *Water Wagon*. . . . Final bulletin on the big lighter, *Old River*. It has been broken up and removed from its resting place in front of the Dauntless Club at Essex where it sank during salvage operations a few days after the hurricane. . . . The "Lyme Lightship" is being stripped in an attempt to lighten the draft enough to float the old Scotland Lightship off the Lyme meadows where she was left by the storm wave of September 21st. Captain Sloane Dannenhower owns the vessel and lives aboard another lightship that he converted into a floating home some years ago. This vessel has been permanently moored to the banks of the Connecticut. . . . Frederick Freeman, who recently moved to Essex, still has his Brutal Beast in the water and has enjoyed a number of December sails with his young son and daughter as crew. . . . The E.C.Y.R.A. one-design committee is still struggling with the problem of a suitable boat for one-design racing among the member clubs on the eastern end of the Sound . . . Help Wanted!!! Fulton Rindge, of Ware, Mass., has begun dredging his private yacht basin in Deep River on the Connecticut. It used to be a cranberry pond and should make a hurricane-flood-proof base for the Rindge flotilla. . . . The Dauntless Ship Yard is rebuilding Buel Heminway's famous old *Tara* that was slightly damaged in the big blow. This 60-footer will be better than ever next season. . . . Everett Dickinson, having built two boats in the last three years and having lost one by fire and the other by storm, has ordered a new one similar to the *Phoenix* but slightly longer. She will be 68 feet long. Herreshoff has the contract. . . . Ollie Redfield, of Indian Harbor, is rebuilding the *Phoenix* at Consolidated, having secured the battered hull from the insurance company. . . . Chester Bowles has purchased Bob Townsend's Class X dinghy *Exit* and will race her with the Essex fleet as well as use her as a tender for the *Nordlys*. . . . Edward T. Bischoff took his insurance money from the loss of his power cruiser *Maytime* and bought the old original Dauntless Club at Essex which he will convert into a tavern for yachtsmen and landlubbers alike. He will call it the White Elephant but hopes it won't be. . . . The Shennecossett Y.C. plans to rebuild its dock at Eastern Point and to add a big porch to the new clubhouse acquired last year which was fortunately not damaged by the hurricane. . . . Dick Hill's Coastwise Cruiser *Lucky Star* was salvaged by the Essex Boat Works, repurchased from the insurance company by Dick and then sold to a young hopeful who will "untwist" the hull and try to make a yacht of it. Dick has ordered a new Coastwise Cruiser. . . . Paul Sperry, of New Haven, liked the old *Sirocco* so well that he has ordered a new boat exactly like the old one which was lost at Pine Orchard on September 21st. . . . Ted Zacher has joined the Eastman Kodak Company and will continue his movie work in the marine field. . . . At the annual meeting of the Off Soundings Club, in Springfield, E. Standish Bradford, Jr., was reëlected commodore of that pioneer cruising organization with Arthur S. Johnson as vice commodore and R. H. Harper as rear commodore. Edward Southworth will again serve as secretary. The club plans to hold its annual spring cruise as usual on Memorial Day week-end and indications are that most of the boats that were not completely lost will be repaired and ready for the starter's gun. . . .

GULF GOSSIP

By Elizabeth Miller

INTEREST, action and voluminous correspondence forecast the success of the 1939 Star Class Spring Championship Series in New Orleans. Having been met with affirmative replies from such noteworthy boats as Adrian Iselin's new *Ace II*, Sam Smith's *Delilah*, and Paul Smart's *Melody*, we shall have little trouble in promising good competition. The Southern Yacht Club has generous accommodations for all the boats that might come this way, and has offered to play host to the visiting skippers and crews in its spacious dormitories. Sailing weather in the last week of March has been pronounced incomparable by the weather man, who promises from ten to eighteen miles of wind without fail. He says it's been that way for years past, so it shouldn't change now. (We'd better leave well enough alone after that!)

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New Orleans is next in line to profit by a "yacht minded government." The plans for a yacht harbor for the Southern Yacht Club have been accepted and work was begun on December 12th. A breakwater will be built out in front of the club, with wharves and slips leading out from the club bulkhead. The lighthouse will be moved to the end of the breakwater and the whole construction, it is said, will be completed within the year. Nothing could be so welcome, or so badly needed, as an improvement such as this. For many years, yachting in the South has suffered for lack of ar-

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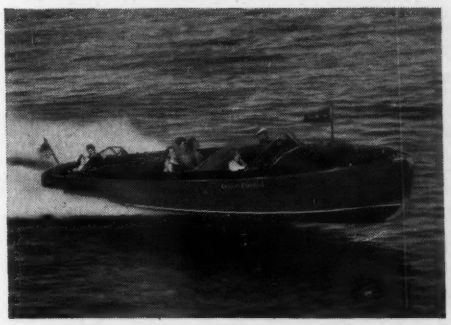
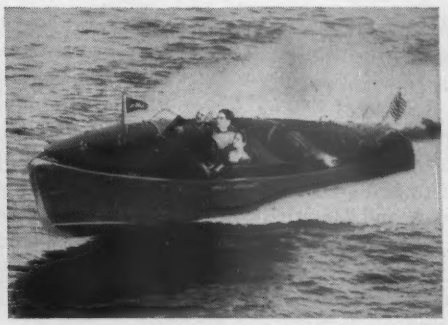


22 FT. STREAMLINER • SPEEDS UP TO 35 M.P.H.



24'6" OVERNITER • SPEEDS UP TO 41 M.P.H.

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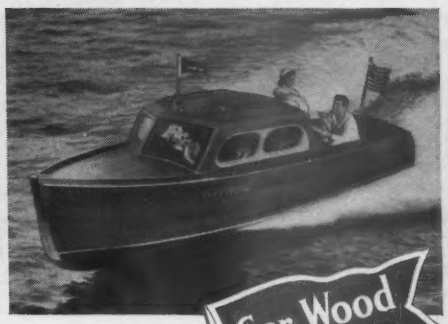
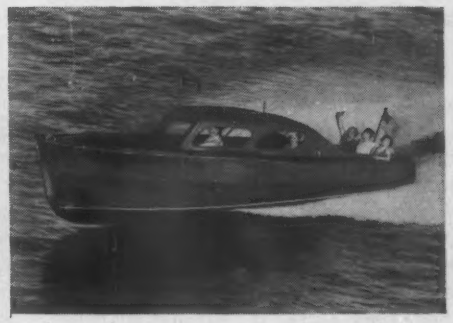
18'6" STREAMLINE CABIN UTILITY • SPEEDS UP TO 39 M.P.H.



20'6" and 24'6" STREAMLINE CABIN UTILITIES • SPEEDS UP TO 40 M.P.H.



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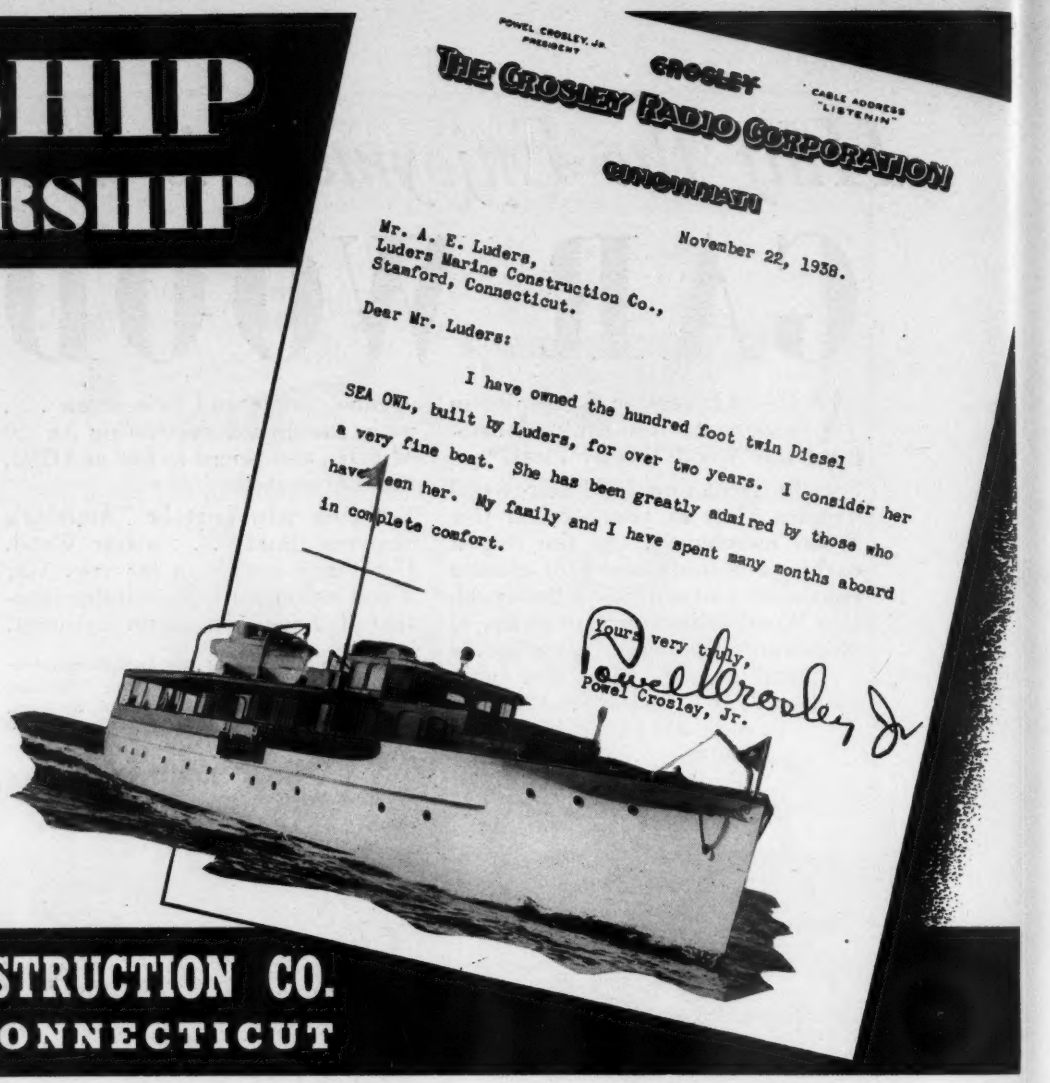
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November 22, 1938.
Mr. A. E. Luders,
Luders Marine Construction Co.,
Stamford, Connecticut.
Dear Mr. Luders:
I have owned the hundred foot twin Diesel SEA OWL, built by Luders, for over two years. I consider her a very fine boat. She has been greatly admired by those who have seen her. My family and I have spent many months aboard in complete comfort.
Yours very truly,
Powel Crosley, Jr.

LUDERS MARINE CONSTRUCTION CO.
STAMFORD CONNECTICUT

rangements which our Yankee brothers were more fortunate in having but, with this extension in view, New Orleans will be on a par with the best of them.

\+ + +

While the ducks are flying, so are the southern voyagers from the cold North. In the last month many visitors have stopped in New Orleans on their way to the Florida playgrounds for the winter months. Richard Jacobson's 103-foot *Annlo*, from Chicago, spent several days, and was followed by Reuben Train's new 41-foot Chris-Craft *Hi-Ho*, from LaCrosse, Wisconsin. The *Patsea*, a 54-foot Robinson-built cruiser owned by O. H. Ingram, hailing from Nashville, Tenn., has been a visitor, and Edmund Lowe arrived from Nome, Alaska, in his 96-foot *Polaris*. *Shangri-La*, from Chicago, arrived with a couple of sail hungry Star boaters aboard from the Sheridan Shore Y. C., and the Star fleet welcomed Charles Knight and Thomas Waage to its hospitable club. Judge Clarke came up from Sarasota, Fla., in his auxiliary cruiser *Trade Wind*, the only one of these nomadic yachts headed northward. The rest were going where he came from!

\+ + +

The failing which makes us southerners close kin to our weak minded brothers who sail in the frostbite classes has been helping us prepare for the Sugar Bowl Regatta, on the 26th of December, and the Carnival Regatta in early February. If your diligent correspondent is not laid gently to rest from overexposure in the above mentioned activities, you'll hear the results next month. Meanwhile, we want no further compliments on how nice it must be to race all winter. It isn't, we can't, and we don't. Our weather in December and January matches that of Long Island any day in the week when a norther blows, and that's all that we draw in the winter.

\+ + +

The Star Class is reaching ever southward and we have a new fleet in the third district, at Jacksonville, Florida. This is the first time that Stars have had any success in Florida, the reason being either too much water or too little, or a general lack of interest. We wish them all success and offer a year 'round invitation to any Star down there to come up and lick us as best they can. Florida sailors are good scrappers and we are delighted to have more competition in our neck of the woods.

NEWS FROM MAINE

By Elizabeth Cooper

AT THE mid-December meeting of the Portland Yacht Club, two committees were appointed. The nominating committee, which will present nominations for the flag officers for the coming year at the annual meeting on January 11th, is made up of former Commodore William O. Thompson, Dr. Albert Johnson, George Bradley, Michael A. Johnson and Harold Moore. A special committee, consisting of Commodore William H. Clifford, 3rd, Egerton B. Sawtelle and Richard K. Gould, was appointed to draw up a resolution supporting the A.P.B.A. bill to exempt pleasure craft under 200 tons from the provisions of the International Labor Draft Convention No. 53 passed last June. This resolution will be forwarded to the State Senator in Washington.

\+ + +

The Thomas Laughlin Company has started work on a large new addition to its Portland plant. It is building what is considered to be one of the finest drop forge plants in the country. It will be a one story, prefabricated steel structure, with the power derived from a Diesel engine. Laughlin has been supplying marine hardware to about forty countries since its organization in 1866.

\+ + +

Roger I. Sawyer's boat yard, in Millbridge, burned down a short time ago with a total loss of all equipment. Mr. Sawyer is undecided whether to start up again or to go in with some other builder. Howard Chapelle's pinky *Glad Tidings* was built at this yard in 1937.

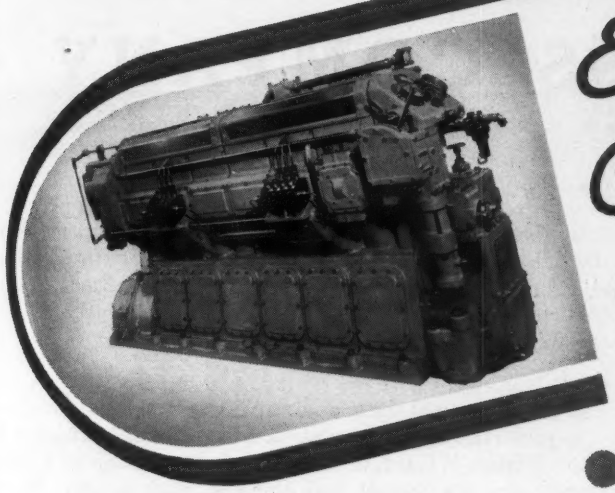
\+ + +

Maurice Cousin's Webbers Cove Yacht Yard, near Surrey, Maine, is building six small sloops from a design by Sparkman & Stephens for the Kollegewidgwok Yacht Club at East Bluehill.

\+ + +

Henry Hinckley, of the Manset Boat Yard in Southwest Harbor, is building 16 Islanders, the 30-foot cruising sloops designed by Sparkman & Stephens, the plans of which appeared in the December number of YACHTING. He has also started work on a 58-foot yawl by the same designers for a yachtsman who wishes to remain anonymous for the present.

● The "Seer", 74 foot motor-sailer owned by H. Bellas Hess and powered with a Cooper-Bessemer Type EN, direct-reversing Diesel, with sailing clutch.



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● Their owners chose Cooper-Bessemer Diesel engines for more than just smooth, low-cost marine power. Those engines were chosen for *true* economy . . . chosen because their dependability saves time, their instant readiness to go saves tempers *and* time, their built-in quality saves shut-downs and maintenance expense. Last, but not least, their power and ruggedness makes them capable of saving lives and ships when the going becomes hard . . . when every ounce of strength and power is urgently needed!

● To you who are fortunate enough to be planning a yacht, first cost is not paramount. May we suggest that, like other yachtsmen, you consider the overall economical luxury of Cooper-Bessemer Diesels.

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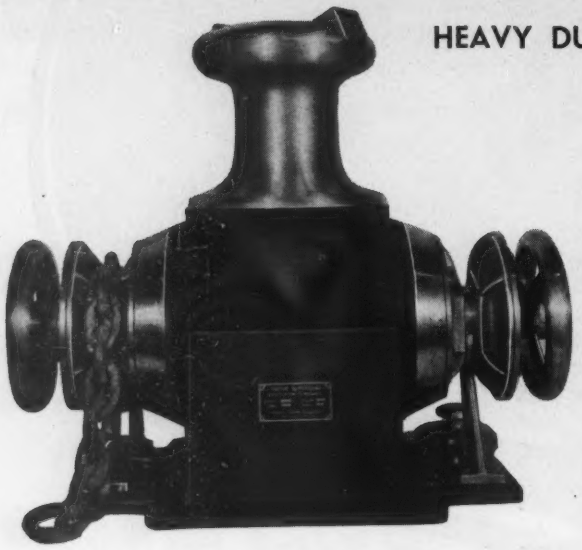


HEAVY DUTY ELECTRIC WINDLASS
Model HD

This new windlass, like other Ideal Products, is built to go to sea and give unfailing service. Its beautiful design and splendid workmanship entitle it to a prominent place on any yacht. When used as directed, it has a normal capacity up to 5280 pounds, available at the touch of a switch, and it can perform innumerable chores, pulling lines and hauling heavy anchors. If desired, niggerheads can be substituted for the horizontal wildcats shown, or one of each may be used.

IMPROVED ELECTRIC BOAT HOIST
Model NBH

This is a new model of the Ideal Boat Hoist which is proving so successful on yachts all over the world. It has a new type improved switch and a spiral grooved reel. A pair of these hoists is capable of handling tenders up to 4000 pounds. Despite its great power, each complete unit weighs only 52 pounds . . . an important consideration for most installations.

While at the New York Boat Show, be sure to see these new units at Booth No. 147, third floor, where the rest of the Ideal line is also on display. Catalog on request.

Ideal WINDLASS COMPANY
143 STATE STREET BOSTON, MASS.

Charles Parker's son John has taken over the yard at Hull's Cove and is making extensive additions to the covered storage space.

+ + +

The Penobscot Yacht Club, in Bangor, which was organized less than four years ago with 30 members, now has almost 70 members, most of them boat owners. Due to the location on the Penobscot River, there is no organized racing but the members are enthusiasts notwithstanding. They continue to meet all through the winter.

+ + +

Plans are afoot for further improvements to the already vastly improved Rockland Community Club in Rockland, according to Commodore J. N. Southard. The present site of the club, which used to be a dump heap, has now been developed into a pleasant public area. Besides the clubhouse, dock and floats — one float is 84 feet long — there is a seaplane base for the planes which ply to and from Vinalhaven. Vice Commodore John G. Snow, who is the Penobscot Bay pilot and the harbormaster, has done a great deal for the club. There are now two red range lights which converge on Owl's Head and bring you right into the floats. No obstructions are allowed within that area. The commodore expects that there will be more dredging done that will make it possible for larger craft to get into the club this summer. The club is also putting a canopy on the end of the dock. The small boat enthusiasts have a fleet of about 20 boats between 18 and 25 feet in length which race every Sunday over a course inside the harbor. Some of these boats were built at home by the owners under the direction of experienced builders.

Commodore Snow is also one of the directors of the Community Building in Rockland, within easy reach of the yacht club, and has extended its courtesies to resident and visiting yachtsmen. Here there are facilities for almost every kind of amusement and comfort: pool tables, ping pong tables, badminton courts and showers to top off with.

+ + +

The Centerboard Club of Portland has shown the most amazing growth of any club in Maine. Starting from scratch less than two years ago, it now has 107 members and 38 boats, with new applications coming in at each fortnightly meeting. At present, there are about six Sea Gulls — 18-footers — being built by the members themselves under the expert supervision of N. Gordon Davidson, of the Davidson Boat Yard in South Portland. Among those building these boats are Mr. Davidson himself, Warren Skillings, and Richard K. Gould. Another is being built jointly by Ross Cameron and Philip Milliken.

+ + +

There were large goings-on at the annual cup dinner this year. Four cups were awarded as prizes in the various classes. Albert E. Moore won in the Monty Cat class; William Willard, in the knockabouts; Philip G. Clifford captured the open; and Ira Sawyer took the keel class trophy. Special recognition and a special prize were given to Austin Smithwick as the outstanding skipper. He took more firsts than any other member but, because he changed boats — and classes — in the middle of the season, he lost his points and the cup in the open class. This called for a nice gesture on the part of Philip Clifford who said that over the door of the stadium at Bowdoin was the inscription "May the Best Man Win." In accordance with that, he wished to contribute his prize to Smithwick's crew. Smithwick said he preferred to abide by the ruling of the regatta committee but that they would fight it out next summer on a fair basis. W. P. Morse, who to the horror of his fellow members defies tradition by carrying the racing number "13" and the picture of a black cat on his sails, was given a live mascot to match. To everyone's disappointment, the creature was friendly and well behaved and will probably race every Saturday next season.

+ + +

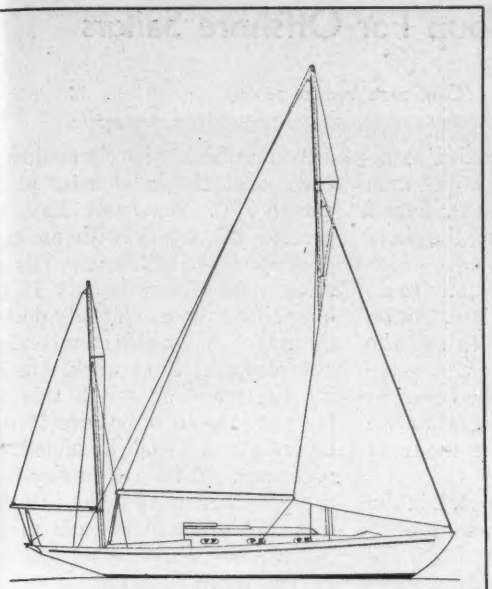
Instrument Panels by Universal Motor Company

NEW and attractive instrument panels are now being offered with the entire line of Marine Motors of the Universal Motor Company, Oshkosh, Wisconsin. On all electric starter models these panels are furnished as standard equipment.

+ + +

Thompson and Gregory Combine

READERS of YACHTING in the Detroit area will be interested in the recent announcement that Leonard Thompson and the Gregory Boat Co., both of Detroit, have combined. The Gregory Boat Company is now located in a new showroom at 6631 E. Jefferson Ave., Detroit.



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SINGLE-HANDERS

FIRST IN THE FIELD TRIED AND PROVEN

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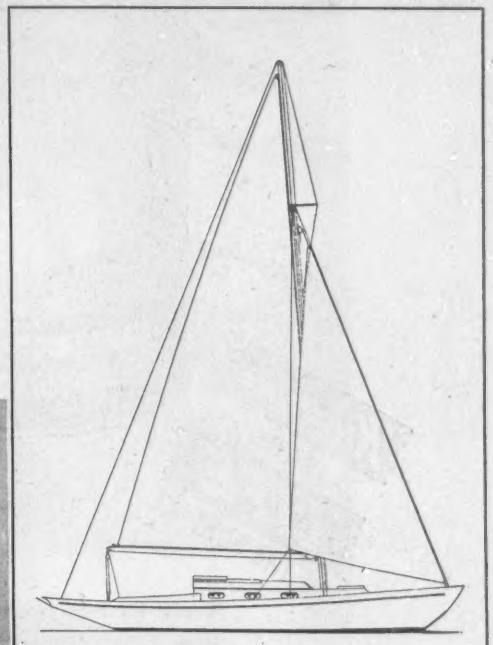
The ONLY boat with these specifications:

35′ x 24′ 6″ x 8′ 6″ x 5′ 3″
Sail Area, 480 sq. ft.
Headroom, 6′ 1″
Builder, Palmer Scott & Co.
Power, Gray Sea-Scout
Sails, Ratsey & Lapthorn, Inc.



SLOOP RIG $3750

The SINGLE-HANDERS offer advantages not found in any other auxiliaries in their price range!

Full headroom, accommodations for four, completely found, electric lights, finest grade upholstery and fittings, ash blocks, sheet winches, etc. Cooking utensils, china, silver, glass and tableware for four.

See them under construction at Palmer Scott & Co., New Bedford, Mass.

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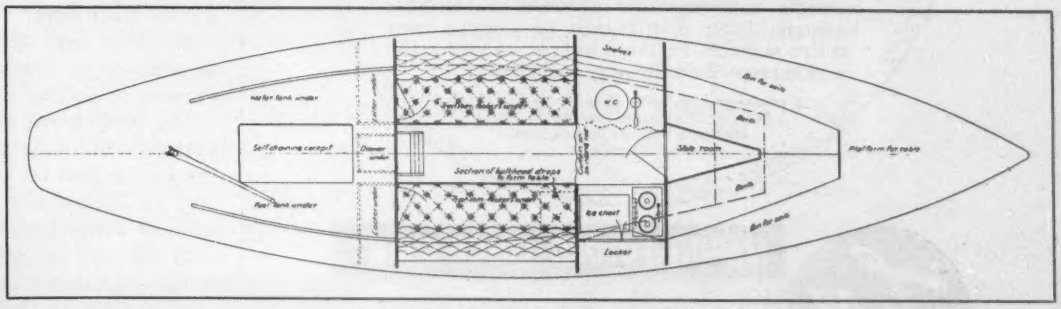

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YACHT WHITE...flows and covers solidly. Chalks gradually to a surface ideal for repainting. Will not crack or check. Gloss, Egg Shell, Flat.

BOAT DECK PAINT . . . specially built for wood and canvas decks. Waterproof, durable . . . rugged resistance to destructive action of sea and sun. Four standard colors.

TARR'S COPPER BOTTOM PAINT... Retards barnacle and vegetable growths on wooden bottoms. Even distribution of copper over entire surface. Polishes to fine smooth sailing surface. Red, Brown, and Green.

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Duck Soup For Offshore Sailors

(Continued from page 66)

and three assistants, and I've allowed room for only two of each category in the sail bins. Perhaps I was thinking of requiring the six of them to rotate in four bunks, which is the way amateurs sometimes do when space is at a premium. But on this trip I shall prefer to sail the boat myself and so must arrange for the entire crew to lie below at one time. Well, I'll let the other two have the regular bunks in the main cabin.

That puts me and the cook in the quarter bunk, which is six feet in length and thirty inches wide at the head, tapering to twenty at the foot. No, doggone it, I demand a little privacy. The cook can keep out of my bunk and sleep in the galley after the stove has cooled. As a matter of fact, he may never feel equal to warming it.

Thus it is seen how, with careful planning, even a small boat can be adapted to strict compliance with Madame Perkins' treaty without in any degree detracting from the pleasure I derive from sailing. The cook will find the galley quite cozy with its cubbyholes for four plates, bowls, cups, spoons, forks, etc. I'll have to leave it to his ingenuity to stock the ice box with eggs, butter, milk, meat and the like without discommoding the chief engineer.

Turning to the less personal and more general application of the treaty, I may say that all over the land the small boat clause is being hailed with joy. Some yacht owners, who are not as adaptable as myself, are giving employment to naval architects and boatbuilders to lengthen their boats or erect superstructures to accommodate the enlarged crews. Others are giving their boats away and ordering new ones with quarters for twelve to twenty-four men, as it is generally recognized that a yacht with four to eight officers must have foremast hands to take their orders and do their work.

Nowhere has there been any disposition to evade the law by burning or sinking existing vessels. When interviewed recently, Amos Petroliak, of Lynbrook, L. I., spiked the rumor that he intends to convert his 26-foot day cruiser into a wayside flower bed. Mr. Petroliak, with his son as crew, has been scraping a meager living by taking small fishing parties out into the Atlantic for handline fishing. Faced with the necessity for hiring a captain, a mate, a chief engineer and an assistant engineer to man the fishing boat, Mr. Petroliak now plans a long desired and well earned vacation. The crew will run the boat and he and his son will fish.

Azbel Matinicus, a Maine lobsterman who has barely made both ends meet chasing lobster at the entrance to Penobscot Bay, has greeted the treaty with an eager desire to make it a success. His lapstreak power dory is only 18 feet over all but he has already devised means for making his crew comfortable while he is at work. Answering the question: "Will this fool law put you out of business?" with an indignant "No," he added, "If necessary, I'll borrow money from the government to make it a success. While there is cash in the public purse, I'll never let Madame Perkins down."

Similar expressions of coöperation and good will have been heard in other walks of life. A well-known New Deal yachtsman, who is fond of ocean racing and who has sailed to Bermuda frequently with an all-amateur crew, has no intention of laying up his boat and playing pingpong. Although he asked that his name be withheld, he stated freely: "I think this is the wisest legislation of the present administration. Hitherto, sailing my boat for my own selfish pleasure, I have put more than $2500 a year into circulation for painting, insurance, sails, repairs and general maintenance. I now plan to spend at least twice as much. In the next Bermuda Race, my boat will be entered as usual but with an all professional instead of an all amateur crew. If the Cruising Club will relax its rule and permit Bermuda racers to be navigated by professionals, I'll even stay home myself. The important thing is obedience to the law."

So many are the beneficial angles of the new law that it is impossible to plot them all. It is essential, however, to glance at it from the viewpoint of the owner who gives seasonal or annual employment to one paid hand. Except in notable cases, this type of owner has found it difficult to find one man experienced and faithful enough to maintain the boat in good condition. It will now be duck soup for him to find four good men instead of one.

I hope that in the foregoing nothing has been written that gives you the impression that I am in the remotest degree critical of what Madame Perkins has done for yachting and the nation's small boat industry. She has been able to force the Senate to ratify the treaty without public hearings and in opposition to the wishes of the Department of Commerce which, in the old days, used to be charged with the regulation of shipping. If she were to think that I am not properly respectful, she could undoubtedly find a judge who would commit me to a concentration camp.

The Palmer GW4 5½" bore by 7" stroke gives 80 horsepower at 1200 R. P. M. This engine is sturdy, compact and free from vibration.

The Palmer Line includes a complete range of engines from 2 to 150 horsepower. The "all Palmer" built engines are both medium speed and heavy duty. The conversions are designed for high speed operation. Palmer conversions differ from the usual conversions in that they have the real marine cast iron base, re-designed cooling systems and Palmer Clutches. All Palmer Engines have in common long life, full power of the rating, low fuel and oil consumption based upon actual power and LOW PRICE PER HORSEPOWER. Send for descriptive literature.

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YT1—1-cylinder . . 2 h.p.	F2—2-cylinder . 18 h.p.	Big Huskie—4 cylinder . 25 h.p.
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PNR2—2-cylinder . . 12 h.p.	F4—4-cylinder . 35 h.p.	Half Huskie—2-cylinder . 5 h.p.
PNR3—3-cylinder . . 18 h.p.	F6—6-cylinder . 50 h.p.	Power-Boy Six—6-cylinder 40 h.p.
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ZR2—2-cylinder . . 18 h.p.	NK4—4-cylinder 50 h.p.	Ford Conversion—4-cyl. . 25 h.p.
ZR3—3-cylinder . . 30 h.p.	NK6—6-cylinder . 80 h.p.	Storm King—6-cylinder . 75 h.p.
ZR4—4-cylinder . . 40 h.p.	GW4—4-cylinder . 80 h.p.	PH6—6-cylinder . . . 65 h.p.

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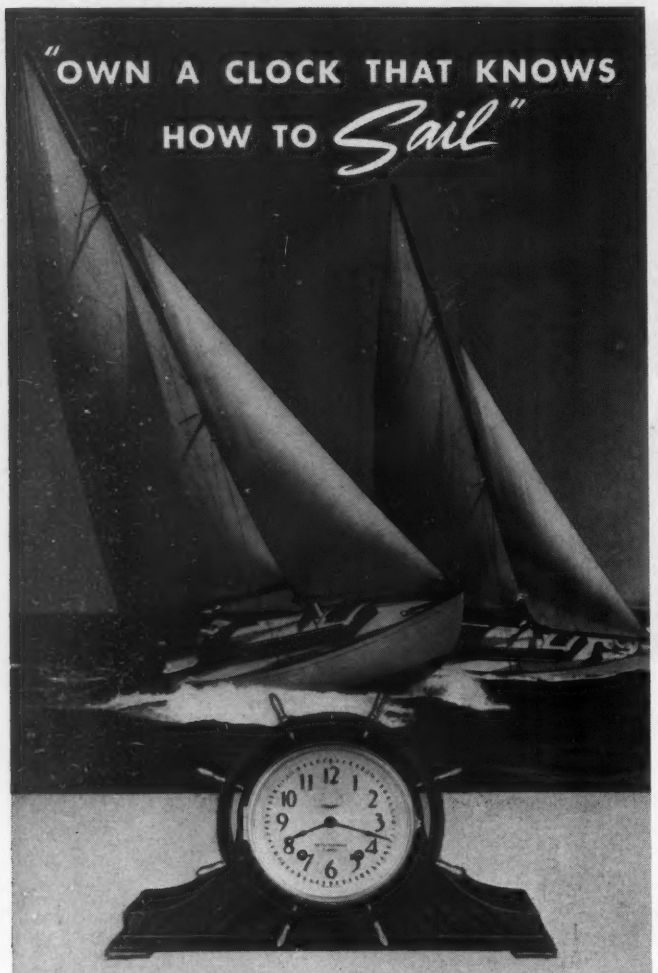
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Comfort In the Cabin Cruiser

(Continued from page 53)

(according to the specifications) but I cannot recommend cruising four in one of them unless the cruising party is made up entirely of enthusiasts to whom the mere fact of going on a cruise counterbalances the discomforts of falling over discarded clothes, knocking one another down while dressing and undressing, snoring in each other's ears, and other annoyances which would not be tolerated in our saner moments.

From this size up, cramped quarters become less and less excusable from the point of view of design. But the owner must assume entire responsibility for the discomfort of lack of room if he takes more guests than the boat is designed for. "Accommodations for . . . " is a much abused phrase and an old gag with some designers, builders and brokers. By hook or by crook, you might put "accommodations for eight" in a 25-footer. But all the word accommodations would signify would be eight berths, mostly pipe, and devil take the rest.

Actually, "accommodations for . . . " should mean, for the number specified: a sufficient number of berths, sufficient locker and drawer space, sufficient cooking space, food stowage, toilet accommodations, air space (and ventilating arrangements) and elbow room. In short, cruising accommodations signify a lot more than merely bunks! At the risk of being called to account, I am going to suggest cruising capacities for various sizes of power cruisers, as follows:

25 feet to 30 feet L.O.A. Delightfully comfortable cruising for two. Good fun for four, provided they are just the right people. The sort of people who cruise in sea bags and dungarees, not the kind who cruise in suitcases, hat boxes, Fifth Avenue slacks and white doeskin. Uncomfortable for more than four under any circumstances.

30 feet to 35 feet L.O.A. Comfortable for four. Good fun for six on the same basis as above. Uncomfortable for more.

35 feet to 45 feet L.O.A. Comfortable for six. Good fun for eight. Uncomfortable for more.

45 feet to 60 feet L.O.A. Normally comfortable for eight, unless cut up into a lot of single staterooms, as some are. Yachts of 45 feet and over usually require a professional crew and allowance must be made for one or two paid hands, usually forward with the galley just abaft the crew's quarters (the best arrangement), separating the "working" part of the vessel from the "social" quarters. When these dimensions are reached, there is so much room for variety in arrangements below decks that it is impossible to lay down hard and fast rules; over 60-foot length there is even greater latitude for Roman baths, cocktail bars, writing nooks, etc., still incorporating the essentials of cruising comfort.

If I were to select the factor most prevalently responsible for discomfort below decks, I think I would choose loose gear. There is something both demoralizing and discouraging about a cabin littered with shoes, shirts, sweaters and other sartorial paraphernalia. The answer, of course, is adequate stowage room and a hard and fast rule of "everything in its place." What is adequate stowage? Assuming that space is already provided for the yacht's deck gear, tools, food supplies and such like, I should say that the *minimum* requirements were:

1. An oilskin locker large enough to hold oilskins for the normal "sleeping guest" capacity. This locker should be well ventilated and have a grating or other arrangement at the bottom to drain into the bilge.

2. One full length hanging locker for each two guests, with a minimum capacity of two suits (or one suit and two dresses), and two overcoats. It is a good idea, in the case of such clothes lockers, to have a strap or length of webbing fastened in the back of the closet in such a way that it can be brought around the clothes and made fast, to keep them from swinging around and making that constant, mouselike rustling so conducive to insomnia as well as preventing wear from the continual rubbing against the bulkhead.

3. One large or two small drawers for each guest. By a large drawer, I mean one with about three cubic feet capacity; by a small drawer, one half that size. Personally, I prefer the small drawer. I dislike the "full length bunk" drawers so common, for they are unwieldy and if they get stuck, as they sometimes do, they are the devil to open or close. In this connection, drawers opening fore and aft will stay closed of their own accord (which also applies to doors), but drawers opening athwartships should have catches that work, with sufficient play so that the swelling or shrinking of the wood of the drawers will not put them out of commission. Some boats are equipped with drawers having a lip or slot, which catches over the sill of the drawer opening. This is an excellent arrangement, provided the slots are made big enough so that they will continue to work if the drawer swells out of shape.

4. There is an old saying that "a

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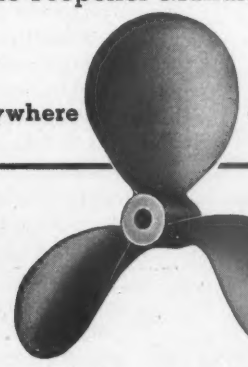
Dealers everywhere  **carry ample stocks**

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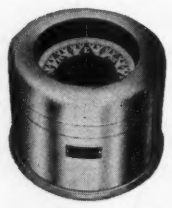

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good seat makes a poor bed," and vice versa. While this may be true, in small boats it is often advantageous to make the bunks do double duty. In boats where this is the practice, some stowage space must be found for bedding. If no space to be devoted solely to this purpose can be found, without too great sacrifice, it is possible to fold the bedding and store it under the mattress. If this is to be done, the lip or coaming which holds the mattress in place should be raised sufficiently to allow for the thickness of the bedding; otherwise the mattress is liable to go adrift and slide out into the cabin.

Those are the minimum requirements for reasonable comfort. If there is any possible way to arrange for it, however, I strongly urge that *some* stowage be arranged for suitcases. No matter how hard you try, you cannot train all your guests to live in collapsible travelling cases or sea bags. Now, stowage space for suitcases can be anywhere at all on the vessel; it need not be in the space reserved for living accommodations, the only essentials being that it be large enough to take care of, say, one suitcase for each guest, and be *absolutely waterproof*.

As a matter of fact, nowhere is a designer's ingenuity under greater pressure than in providing adequate stowage space without stealing room urgently needed for other purposes. You will find some boats which exceed the minimum requirements outlined above; others which fall far short of them. As you look boats over or study plans, keep this matter of stowage space in mind and don't let the lure of comfortable bunks, seats, nooks and crannies, or the various trick gadgets designed to add to your convenience, make you forget this essential factor in ultimate cruising comfort.

Nevertheless, trick gadgets are an important element in the modern cruiser, because trick gadgets usually economize space. Tables that disappear into recesses instead of having to be taken down and stowed; windows that raise and lower at a touch of the finger; opaque blinds which transform a deckhouse into a private stateroom; wall panels which open at the touch of a button to become a serving table or cocktail bar, are among the developments which add to comfort, convenience and economy of space and, for those reasons, deserve their place in the sun. Only don't let the salesman blind you with gadgets to the extent that you can't see the forest for the trees!

Nowhere, perhaps, are trick gadgets more valuable than in the galley. To the real, dyed in the wool cruising man, a good galley will bring a gleam to the eye faster than almost any other detail on a boat. A good galley is not neccessarily a big galley but it is neccessarily a *convenient* galley. Some may be under the impression that the galley is of minor importance, unless you are going to do your own cooking. But, I assure you, if you want a succession of good, smartly served meals, a well arranged galley is essential no matter who is going to do the work. First of all, a galley should be arranged so that the cook can brace himself against the motion of the vessel; and there should be at least one convenient hand hold, so that he can hang on, in case of necessity, without being burned. Second, in a small boat, everything in the galley should be within arm's reach and stowage for pots, pans, dishes, etc., should be not only handy but arranged to insure silence. That is, so worked out that the boat can bob around without a constant distracting clatter.

Among the space- and trouble-savers of particular value in the galley are: cutting (work) boards which disappear into slides when not in use; chutes for putting ice into the ice box from on deck; automatic pumps for the sink drain sump; and tip-down serving slides which become part of a cabin bulkhead between meals. Automatic refrigeration is becoming more and more applicable to small yachts but, where the old-fashioned ice box is used, it seems a pity that arrangements to put in the ice from on deck are not more common. Not only is lugging a chunk of ice down a narrow companionway a nuisance but whatever part of the ship you track through is more or less messed up.

Screening has become so much standard practice on cruising yachts that it hardly seems necessary to discuss it. But there is screening and screening. The first requisite is that the screens fit; and the second that *every* opening which is to be used for ventilation has a screen. Insects, particularly mosquitoes, are born full of curiosity; if there is an opening anywhere large enough, one of them will find it and go and tell the others. Screens are often omitted from deck ventilators but I consider that such an omission is tempting providence.

There is another cause for noise not contributed by the engine room. That is the *bump — bump — bump* of the "dink" when you are lying at anchor. There are various methods of preventing this, none of them perfect for small yachts. On large yachts, the obvious answer is the boat boom and for smaller boats the surest method is to take the dink on board. That, of course, is a bit of a nuisance and we hate to be bothered with it. But a roller over the transom makes it comparatively simple. One manufacturer has invented what might be called a "ladder-ways," with rollers, which can reach from the top of the deckhouse, over the transom, to the water. All you have to do is to put this contraption in place, haul the dink by her painter half way up it, then pull the whole works up onto

In the "plain English" of John Q. Public, if an engine burns heavy fuels . . . injected cold . . . it's a "Diesel." Let the technical man quibble and limit the term to high pressure compression ignition engines . . . "So what?" says this old time skipper. "I know what I want. These folks build a million horsepower a year, gasoline and Diesels, too, but this is *my* choice every time."

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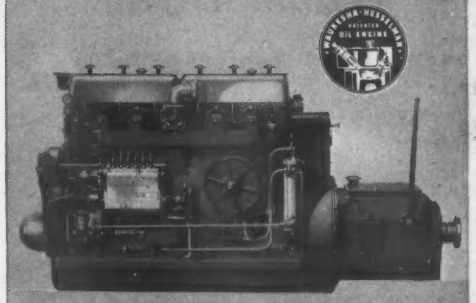

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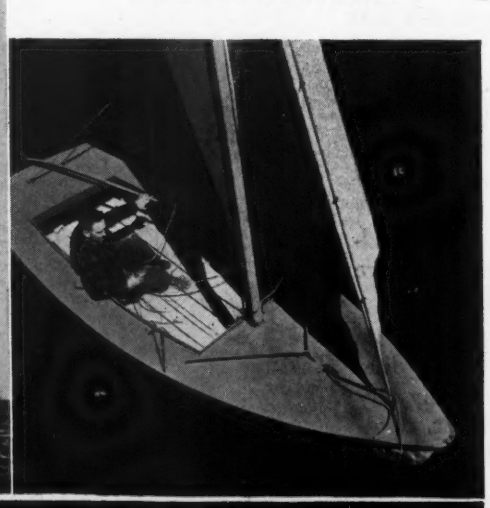

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the top of the house, an eminently simple arrangement. One other common stunt, which is effective as long as your yacht rides with the tide, is to hang a bucket over the stern of the dinghy a couple of feet below the water. The tide will catch the bucket and keep the dink away from the yacht. I don't consider that any of these is a complete solution for this annoyance and, frankly, I don't know what might be. A hole in the side of the yacht into which you could haul the dink, with side ports to close after it, would of course be perfect — but it has obvious disadvantages! The man who can discover the correct answer should soon be a millionaire in his own right.

In certain foreign countries, the problem of ventilation presents no difficulties. Trained from childhood to sleep in almost hermetically sealed rooms — a practice which I believe, but couldn't prove, originated in the idea that openings admit evil spirits — these yachtsmen wouldn't have any arrangements at all for ventilation. But for us, fresh air fiends all, ventilation is of the essence of cruising comfort. A good general rule to remember is that, in calm weather, when ventilation is hardest to get, a square foot of opening overhead is worth two or three along the side. However, direct openings overhead have certain disadvantages intimately connected with the annoying faculty of rain, snow, etc., to obey the laws of gravity as well as the fact that eventually nearly all such openings take to leaking. A compromise, of course, is the cowl type ventilator, which is actually both sidewise and up and down. The now well-known "spray proof" or "trap" type (with staggered lead and a self-draining box to catch the water) is by far the best for all around cruising.

I personally am strongly in favor of electric blowers as auxiliaries to other forms of ventilation. They furnish positive ventilation at times when no other system is effective. When there is a breeze, or when the yacht is in motion, stationary ventilators will probably give all the fresh air you need. But lying still in calm weather — a condition often encountered during the yachting season — about the only thing which prevents suffering is forced ventilation. These small blowers are neither expensive nor a heavy power drain, and in power cruisers and motor sailers, logically suited for relatively large battery installations, it seems shortsighted to omit them.

There remains that bugbear of cruising — fortunately not of frequent occurrence — wet bunks! Dampness and wetness anywhere below decks, so far as that is concerned. Fortunately, in a power cruiser, there is one worry of the "sailing cruiser" yachtsman which you are usually spared and that is water running up the bilge and into the bunks when a sail boat is "on her ear." But, even so, the bilges may get full of water which slops around the floor in a messy and annoying fashion. So look to your pumps and have sufficient pumping capacity to take care at least of water up to the floor boards in as short a space of time as possible.

The usual causes of wet bunks are leaky decks and deckhouses. The canvas deck is the most leakproof and is now pretty common on power cruisers. If you have a canvas deck, and a leak starts over a bunk, look to the joints between the deck and the deckhouse or between the roof of the house and its sides.

Then there is just general, mean dampness, which may be caused by fog, persistent rain or from leaving the boat closed up between weekends. There is one sure, quick answer to this situation and that is to warm up the living quarters. In small boats which are fairly unobstructed below, the galley stove will usually serve for this purpose. But in larger boats, or boats cut up by bulkheads, there should be some sort of auxiliary heating arrangement. With the small, efficient, moderately priced heaters now on the market, it is surprising that such installations are not more common. Owners of yachts without them whom I have questioned on this point usually have a stock answer: "Well, I cruise only in the summer time." But the summer time can produce some nasty, chilly, damp, easterly weather and, while I have no quarrel with anyone's personal tastes, for comfort I suggest some sort of a heater in the main cabin, say a little stove burning briquettes.

The foregoing are some suggestions for those who are thinking of buying or building a power cruiser — or for those who are simply dreaming about cruising — and are interested, among other things, in their own comfort and the comfort of their guests. If you want to put it to practical use, you may find it to your advantage to jot down a list of the high spots in some such manner as: "accommodations — don't take too many; stowage — lockers, drawers; curtains, venetian blinds; ventilators, blowers;" etc. Then, as you look boats over or study plans and specifications, you can refer to your notes and check what you find against what, in your opinion, you should find.

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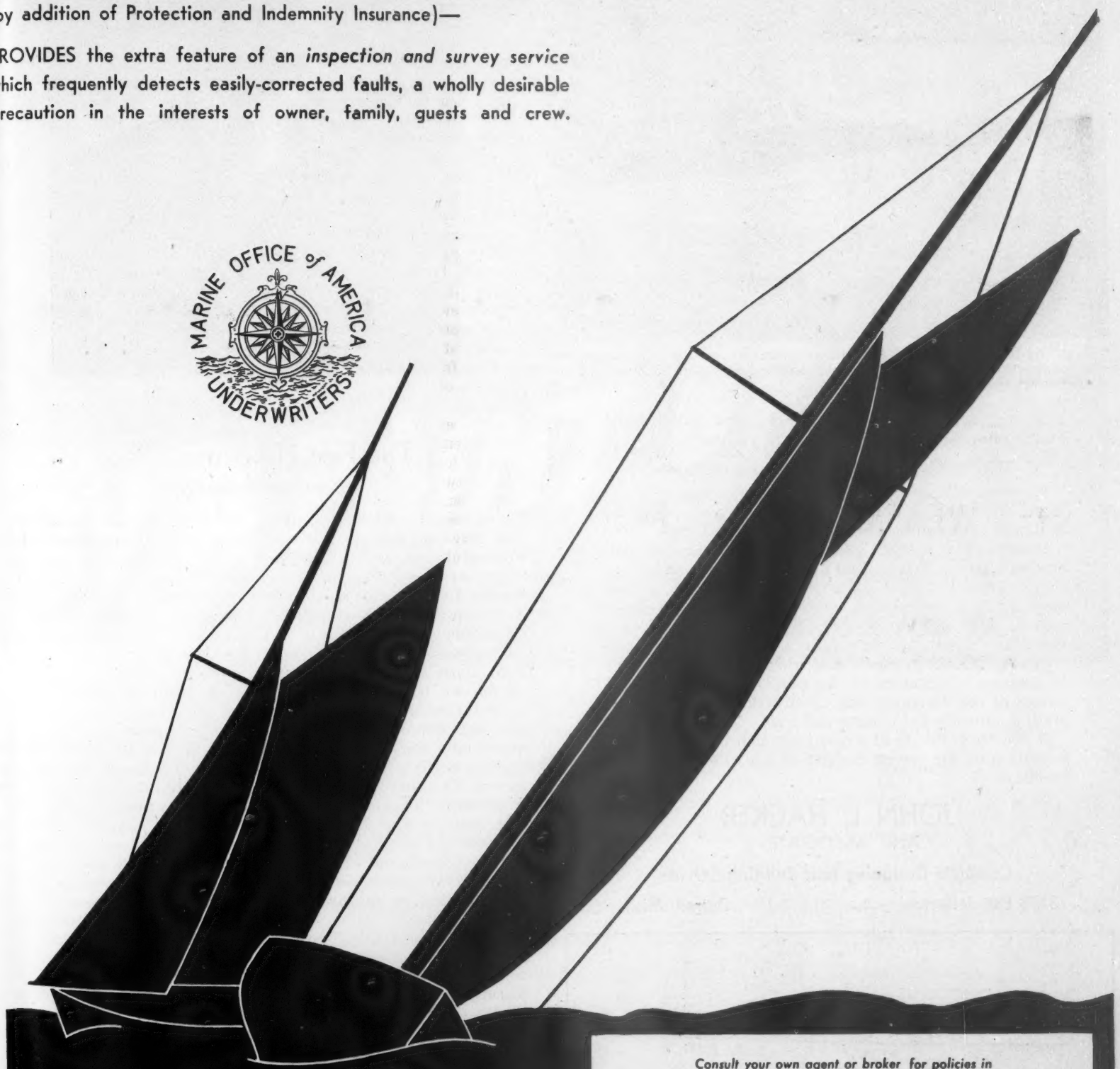

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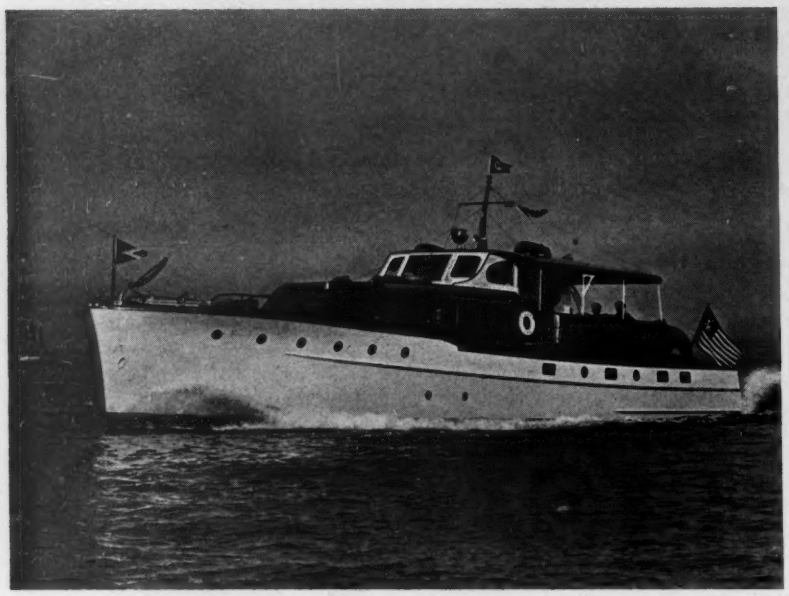

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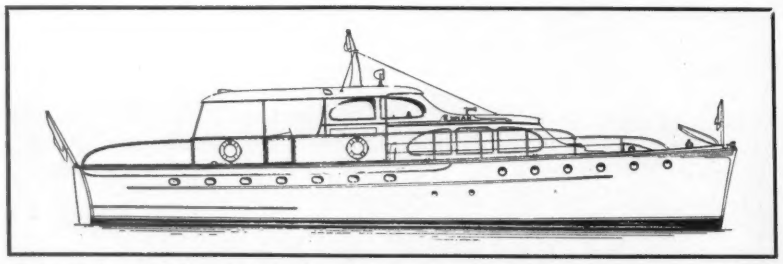

This 58-foot Hacker-designed cruiser now under construction at Detroit will be an outstanding craft of 1939. You are invited to see her.

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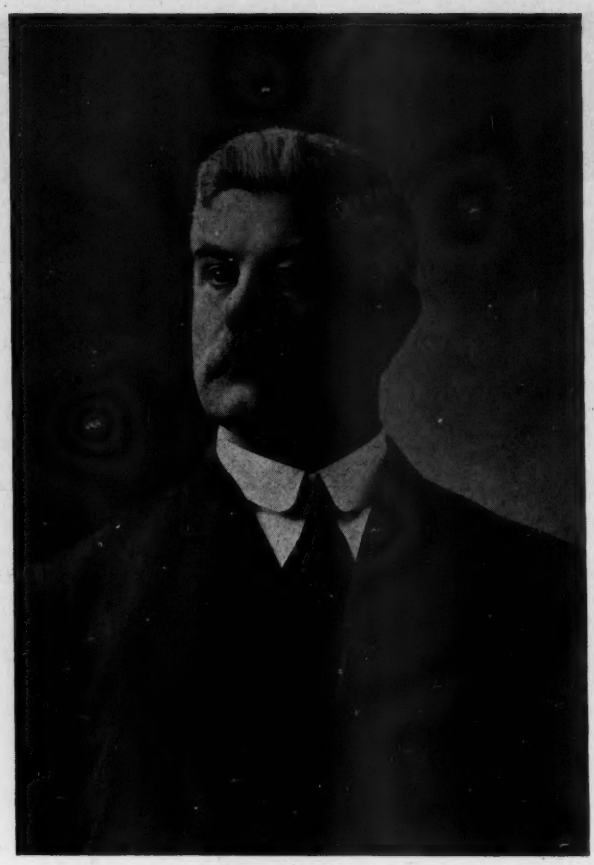

Captain Thomas F. McManus, promoter of the race

The First Fishermen's Race

(Continued from page 65)

John Driscoll; *Julia Whalen*, Captain Sylvester Whalen; *Hattie I. Phillips*, Captain Ned Plunkett; *Emily P. Wright*, Captain James Carney; *Edith Emery*, Captain Pat Sullivan; *William Parnell O'Hara*, Captain Tom Cornell.

There was a great deal of argument about the eligibility of the *Hesper*. To begin with, she was about 104 feet long, while the fishermen that proposed to sail over the course, with the exception of the *Augusta E. Herrick*, were all much shorter. The *Herrick* was a huge centerboarder of great beam and light draft, was of 99 tons and measured 114 feet in length. The others averaged about 95 feet. But the principal objection was that the pilots insisted on carrying their balloon jib topsail.

McManus — the title "Captain of Arts" had not then been bestowed upon him — smoothed the difficulty out in his characteristically tactful way. He said: "Anyway, youse fellers aren't sailing for the cup — it's the money you're after!" This went and a race was assured but the *Julia E. Whalen's* entry was withdrawn on Friday.

As several fish dealers helped to swell the fund raised to defray the cost of the regatta, they were selected as a board of judges. P. H. Prior, William Wetherell, Benjamin Phillips and Thomas F. McManus served in that capacity. George A. Goddard, a former measurer of the Eastern Yacht Club, acted as referee and was given the use of the outside tug *Elsie*. He had his hands full since no instructions were given him. There were three fouls.

The vessels were scheduled to leave T and Commercial Wharves at 9:45 a.m. but it was all of an hour later when they got away, amidst the cheering of some two thousand people.

The beautiful, high-bowed *Hesper*, with Commodore Forbes on board as a guest, was first to start down the bay. The *Prior* and the *McManus* followed with a large crowd on the deck of each, for they carried passengers at $5.00 a ticket. The *Emerson*, just completed by her builder, hoisted sail for the first time. By 12:30 all the vessels had taken up their positions for the start across an imaginary line between the judges' tug and a buoy in range with Boston Light.

It had been planned to have the schooners sail from the starting line to Half Way Rock, off the Beverly shore, thence to Davis's Ledge (the buoy lying about E¾S from Minot's Light), then back to the starting point. But the wind, which had been from the NE all Friday night, had shifted to SE by E by Saturday morning and was increasing. The judges decided to reverse the course, making the first leg of the triangle nearly a dead beat to windward.

The vessels sailed "boat for boat" — that is, there was no time allowance. Ten minutes were given them, between the two whistles, to get over the line.

many a race is won

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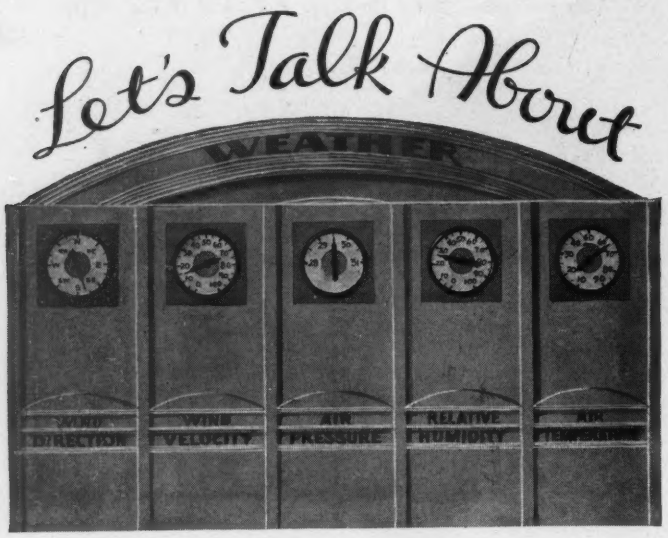

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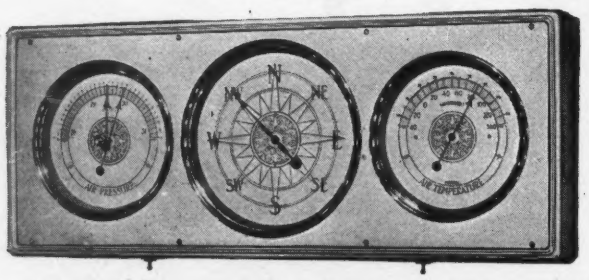

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Aboard the *Hesper*, while maneuvering, the pilots kept remonstrating: "Hold her back, George! You'll have 'em licked before we get going!" But cool little Captain Lawler, in his then fashionable side whiskers, merely smiled. He meant to have a battle royal for starting honors with the *McManus*. The queenly *Hesper* made for the windward end of the line with the *McManus* just astern on her weather quarter. Lawler luffed till it looked as if he would leave no room for the new fisherman to squeeze between him and the judges' tug. At the last moment, though, he bore away. The *McManus* did likewise but, to avoid fouling the judges' boat, she was kept off until the *Hesper* grazed her. The *Sarah H. Prior* came next, then the *Edith Emery*, the *Windsor* and the *Hattie I. Phillips*. These two, also, fouled each other.

All the vessels were off now and all of them on the starboard tack. But clever old Maurice Powers, whom few skippers could equal, swung the *Windsor* on to the inshore board, just after getting started, followed by Johnny O'Brien in the *John H. McManus*, after a quarter of a mile of sailing.

Half an hour afterward, *Hesper* was apparently piling up a good lead and was headed out into the ocean. But there was a fight going on shoreward. Captain Powers kept the *Prior* under his lee for over two miles. The *Emily P. Wright* and the *Belle J. Neal* had both made false starts and had to start over again. This put them in bad positions and they formed the last of the procession.

The superiority of the "Old War Horse" was soon asserted. Even the skill of Maurice Powers could not keep her back and she crawled out from under the *Windsor's* lee.

One hour after the start, the *Hesper* had a ¾-mile lead on the *McManus* and the latter was a good half mile ahead of the *Prior*. The *McManus* split from the *Hesper* at this time, and stood offshore again, for the *Hesper* had gone 'round and, with the rest of the fleet, was making toward Nantasket. Johnny O'Brien gained by his move. It seemed that he would surely cross *Hesper's* bow when next they met. The pilot boat was too fast, though, and began eating up distance.

At this stage, the *Hattie I. Phillips* and the *Emery* were having a race all to themselves at the rear end but the *Phillips* was too much for the *Emery*. Then the *Emery* luffed till her flying jibboom tore a great slit in the *Phillips's* mainsail.

After a long time on the starboard tack the *McManus* went 'round and headed for Minot's. *Hesper* was standing out and it was exciting to see how the two "cracks" would measure up when they met. But they didn't meet. It was soon evident that the pet of the pilots' fleet was a mile ahead of the *John H. McManus*. At 2:38:42 p.m., the race — so far as the cup was concerned — seemed settled. The *Hesper* rounded Davis's Ledge buoy two miles ahead of her nearest rival.

Meanwhile, the *Prior* and the *Windsor* had stood too far inshore and had run into a soft spot. This gave the *Belle J. Neal* a chance and she shot in between the *Prior*, which had worked out ahead of the *Windsor*, and made a "pilot's luff" around the buoy.

Hesper was 12 minutes in the lead, the *McManus* 10 minutes ahead of the *Neal*, 11 ahead of the *Prior* and 14 ahead of the *Windsor*. The *Hattie I. Phillips* came next, a minute behind, while the *Herrick*, which was not even claimed by her owner-skipper, Captain Bill Herrick, of Swan's Island, Maine, to be any good on the wind, was well up among the leaders.

The wind increased as the pilot boat rounded the buoy and she fairly flew with the breeze over her quarter. The "War Horse" *Prior* found the heavier breeze just to her liking and soon disposed of the *Neal*. Maurice Powers had all he could do, though, to keep fourth place, for the *Hattie I. Phillips* was doing some sailing. A mile or so behind, trailed the *Emery* and the *Wright* while the *Emerson* and the *O'Hara* were hull down in the distance.

The *Hesper* rounded Half Way Rock at 4:34, followed by the *John H. McManus* at 5:27. All the other schooners, except the *Emerson* and the *O'Hara*, were having a luffing match on the second leg of the triangle.

With a failing wind just forward of the beam, the vessels finished in the following order: *Hesper*, with all her bunting set and leading by about 40 minutes, was trailed by the *McManus* at 6:31. The *McManus* had sailed a game race and had gained steadily all the way on the other fishermen. The *Prior* was two miles astern of the *McManus*. At 6:46, the "War Horse" finished and the *Windsor* crossed seven minutes later. The *Neal* was four minutes behind the *Windsor*, while it took the *Phillips*, the *Emery* and the *Wright* a good half hour to come along; they had to take their own times as the judges' tug had steamed along toward the city.

The actual crew (not including passengers) of the *McManus*, first fishing schooner to finish, were: Captain, John O'Brien; leading man or mate for the occasion, Joseph Woodbury; hands, Thomas Jones, James O'Donnell, James O'Brien, Patrick Ennis, Patrick and Jeremiah Curran, Michael Walsh. "Bill" Carney was cook and steward.

My notebook says that the day started with a temperature of 49° and warmed up to 52°, with a wind velocity of 11 miles, at mid-afternoon. There was a softer breeze at the finish.

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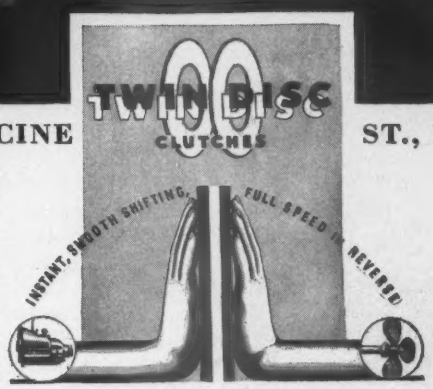

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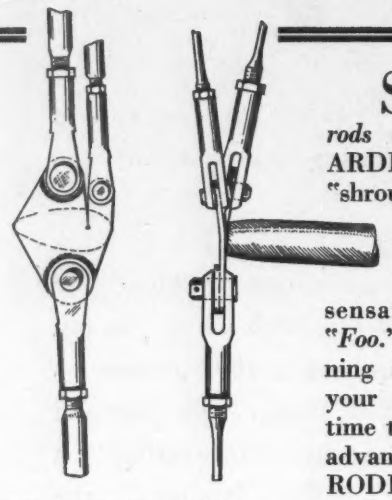

Detail: Streamlined Rodrig and fittings at streamlined spreaders.

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Rodrig used on 1938's outstanding racing yachts 8 metre "Venture"; 6 metre "Goose"; Star Boat "Foo" ("Foo" is illustrated).

A Mate's First Voyage Around Cape Horn

(Continued from page 78)

however, so when no reply was received from us, "three groans for the *Thomas A. Goddard*" were given.

It may be worth while to mention the British bark *Oriente* which was moored next to us. The master was drinking and ashore most of the time. The officers and crew had little to eat and made no pretense of doing any work. We could hear any loud conversation on her deck. The first mate would bring up his pillow in the morning, put it on the wheel box aft and lie down there. The second mate played ring toss and other games with the sailors. There were two Negroes in the crew and one of them would go into the foretop or maintop with his accordion and play it by the hour. One afternoon, when the captain happened to come on board, this Negro went to the cabin door and called him, asking for money. The captain replied that he had none, whereupon the Negro shouted "Why, you damned mean old hound, I've a good mind to lick you." The first mate then approached and said to the captain: "Why don't you give the man some money? He is working hard here all day while you are spreeing around ashore." The captain then took out some money and gave it to him.

A little later, this vessel was chartered to load nitrate in Pisagua. The captain drew $1,000 freight money and our captain and the captain of the British ship *Siren* stayed right with him until he was aboard his own ship, for fear he would lose or squander the money. The mates on the *Oriente* knew that a tug was coming at 3:00 p.m. to tow her to Pisagua, yet no preparations whatever were made. The captain of the *Siren* went on board with a boatload of his own crew, took command, cut down the awnings, reprimanded the mates for their inaction, then hove up anchors, took her outside the fleet, returning in his boat to the *Siren*.

The foregoing account may be of little interest to anyone who did not witness these proceedings but the contrast with our ship was so great that I was impressed by it. The trouble was with the head, the master of the ship. A strong, energetic mate might still have kept some discipline on board but with a lazy, shiftless fellow like this one, all control of the crew was lost and the ship and her cargo were in jeopardy so long as they continued in her.

On May 27th we were chartered to load a cargo of nitrate of soda at Tocopilla, for Hampton Roads for orders. We filled our fresh water tanks and from the 28th to 31st took in 180 tons of sand ballast. We bent our sails, broke moorings and made ready for sea, but several days of calm followed. While waiting to sail, our captain feared more desertions of the crew so would not allow any liberty ashore, nor allow any visitors on board. On one Sunday afternoon, a boat from a ship in the fleet came alongside and our carpenter began an earnest conversation with someone in the boat. Before I could investigate, the captain appeared on deck and sharply ordered me to send the boat away. I had no authority over the men in the boat and the carpenter refused to leave the rail until I forced him away and prepared for a fight. Another sailor came to his assistance, when a third intervened, coming in between us saying: "No two onto one." Then they moved away forward. Fortunately for them, our captain had disappeared below and knew nothing of this little skirmish. Later on, when the carpenter's anger had subsided, I called him and asked for an explanation. He explained that he had not been home for eight years and that the man in the boat had been a boyhood friend in the same town in Russia, so he was naturally eager to get all the news he could from home. This was reasonable enough and, although I was simply obeying orders, I regretted the whole affair.

We finally sailed on June 4th, towing outside the fleet, the captain and crew of the *Siren* coming on board to assist us. We arrived at Tocopilla on June 8th, at 4:00 p.m. From the 9th to the 13th, we discharged our ballast and built a platform about three feet high amidships in the bottom of the hold, on which to stow the cargo. Nitrate is soluble like salt or sugar; if it got down in the bilges, it would choke the pumps and make us helpless if she made much water. The cargo came in bags of about 275 pounds and these were hoisted in with a hand winch, one by one. A stool about four feet high was built of the bags and the bags were landed on it; then one man took the bags, one by one, on his back from the stool and stowed the whole cargo alone.

This cargo is so heavy that none was stowed forward of the foremast or abaft the mizzenmast. After building up three tiers of bags, the next tiers were sloped in from the sides so that one could walk all around the sides when loaded. The same stowage was used in the lower hold, orlop deck and between decks, yet the ship was loaded to her deadweight capacity. It proved fortunate for us that we had access to the hull from inside while on the passage home.

In loading this cargo, we tried out an experiment which might easily have ended my life. Two single cargo blocks were hung on a span between the masts for the cargo

21 Years

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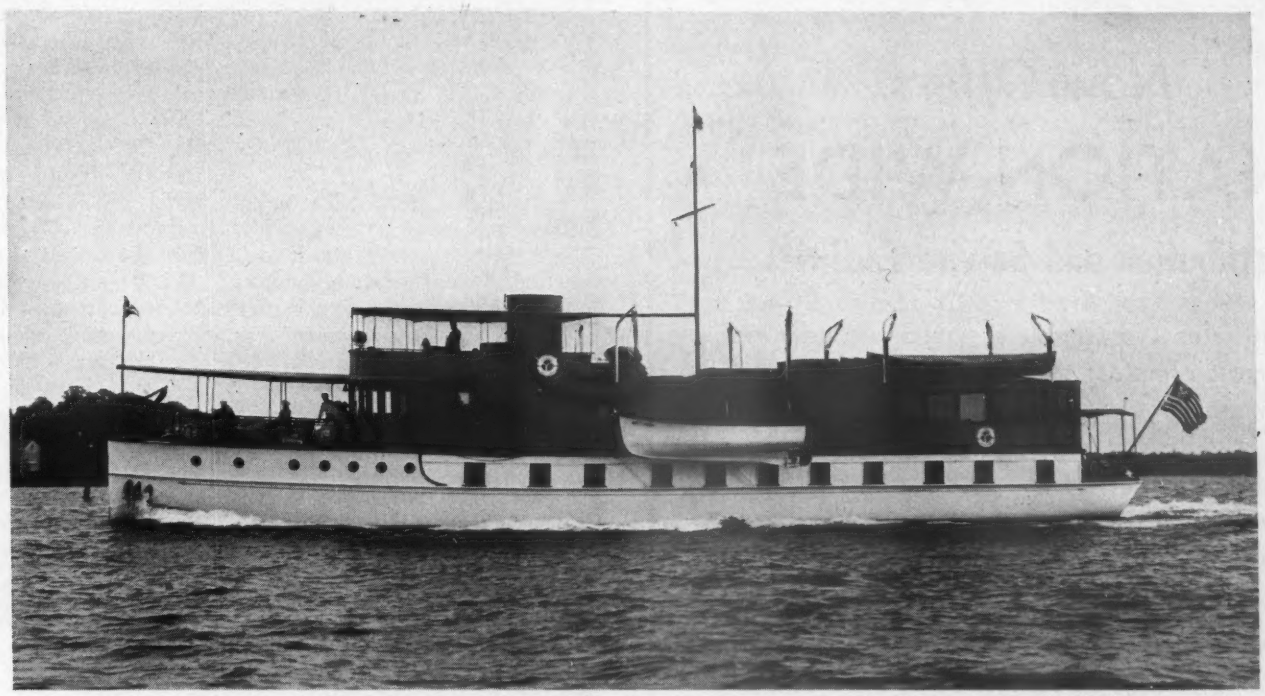
Edison Batteries for the Leonie



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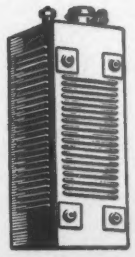

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falls. The hand winch was placed on deck, facing the gangway on the opposite side of the deck. A single piece of rope was used to make the two falls. Several turns of the bight, or middle section, of this rope fall were wound around the middle of the winch barrel and the two ends rove through the two cargo blocks, with cargo hooks spliced in each end. In this way, we could hoist cargo on two falls with one winch. The rope was adjusted so that one hook would be at the ship's rail while the other end was just long enough to hook in a sling on the lighter. As one bag was hoisted over the rail, the other hook would reach down in the lighter and be hooked on. Then, at a signal, the men would release the winch handles, so that one bag went down the hatchway while the other came up over the rail. It was all done by gravity and with no heaving necessary until coming over the rail when the winch handles were again held until the next bag was hooked on.

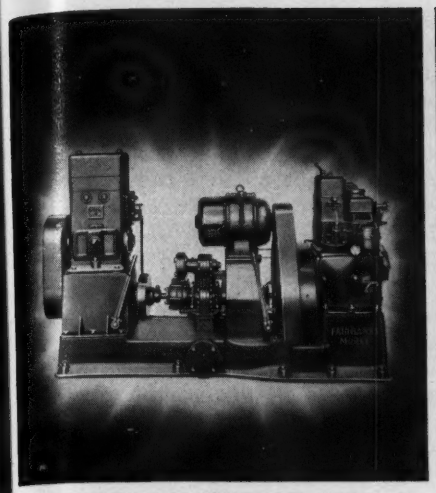
While loading at the after hatch, I tended one cargo hook while Mr. Wagener, the second mate, tended the other. On one occasion, the man in the hold was slow in releasing my hook and, as I stood leaning over the hatchway, the second mate's bag came over the rail, struck me in the back and I went head over heels down through three open hatches (poop deck, between decks and orlop deck) to the bottom of the hold and landed full length on the flat of my back on the ground tier of nitrate bags. I was stunned, of course, but as Mr. Wagener and the sailors hurried down to pick me up, I regained consciousness, walked up the ladder alone and took my place at the gangway to work. When Captain Sears came on board and looked down the hatchway, he remarked that he could not see how it was possible to be hurled down that distance and not be killed, yet I suffered nothing more than a lame back.

The loading was slow work, hoisting in one bag at a time. The slings were small rings of three-inch manila rope, just a little larger than the circumference of the bags, which were slipped over one end and placed in the middle of the bags. We loaded a little over 100 tons a day and finished on June 22nd with 905 tons. On the next day, we filled up with water and made ready for sea, receiving orders to proceed direct for New York.

The American barkentine *Ethel Boynton*, Captain Boynton, was anchored at this port, loading nitrate. When we sailed at 2:30 p.m. on the 24th, her captain and crew came on board to assist us in getting underway. It was here that a disagreeable incident occurred, causing some chagrin to Captain Sears and myself, yet it all happened in a natural way. We were still heaving the windlass while the ship gathered headway and, as Captain Boynton with his crew took leave in their boat, they gave "three cheers for the *Thomas A. Goddard*" — but no cheers were forthcoming from our crew after being forbidden to cheer during our entire stay on the coast. Our captain appeared at the lee rail and called: "You can give them a cheer." But they were in no mood for it and it was too late as our friends in the boat were nigh out of hearing astern by this time.

The weather was fine, with a light SW wind, and continued so until we were well clear of the coast. On July 4th, we sighted the small islands of St. Felix and St. Ambrose, possessions of Chile. We continued with variable weather until reaching Latitude 45° South and Longitude 88° West, when we encountered a succession of heavy gales from SW to NW. On July 18th, we were hove to under lower topsails part of the day in a SW gale and also on the following day. On the 22nd, we were running SE with a gale from WNW, a mountainous sea following us, carrying lower topsails and foresail. At 4.00 p.m., the captain gave orders to reef both fore and main upper topsails while all hands were on deck, to be ready in case we should need them in the night. We had one Greek and two Japs in the starboard watch. One of the Japs was light, active and intelligent, while the other was slow and timid when aloft. As they climbed to the maintop, the Greek was below the clumsy Jap and, as the Jap cautiously started to get on the yard, the Greek became impatient and leaped from the topmast rigging to the starboard yard outside of him. Failing to secure a hold on the yard or footrope, he came hurtling down through the rigging to the deck. At the time, she was rolling rails to the water and lurching heavily to port; otherwise he would have gone overboard. As he came through the starboard rigging, he broke three oak sheer ratlines and bent the iron sheerpole down in a "V." We hurriedly put him on a piece of canvas and took him into the forward cabin where we found his left arm broken above the elbow, his left leg broken above the knee and his back purple black with bruises. He was taken to his berth in the forecastle and I assisted the captain in putting on splints and setting his broken limbs. His arm was fastened up on his breast but it was impossible to keep his leg in place with the ship rolling so deeply. Three times we set his leg, thinking all the time that it would have been better if he had gone overboard. Yet he recovered before the end of the passage.

On the 23rd and 24th we were again hove to in another SW gale, shifting to WNW with snow squalls. By the 29th, we had reached Lati-



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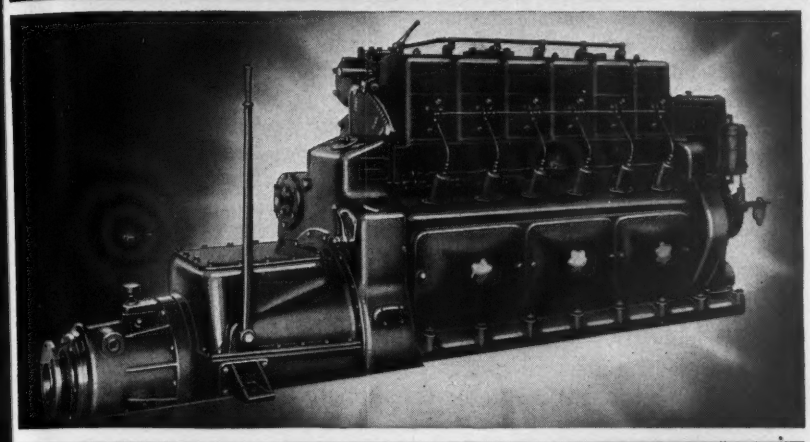

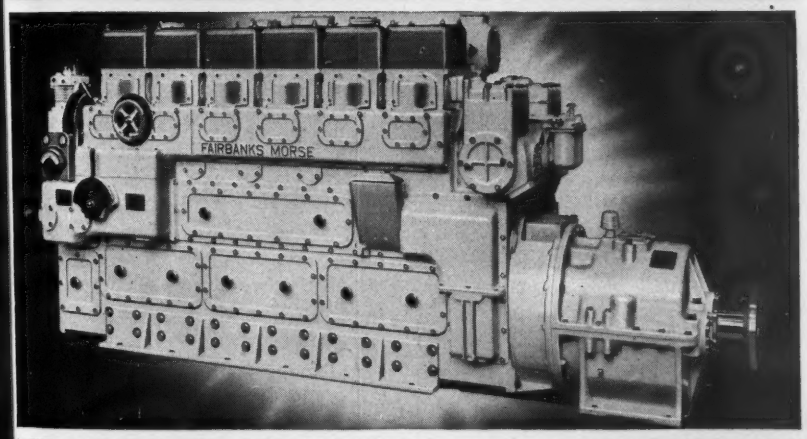

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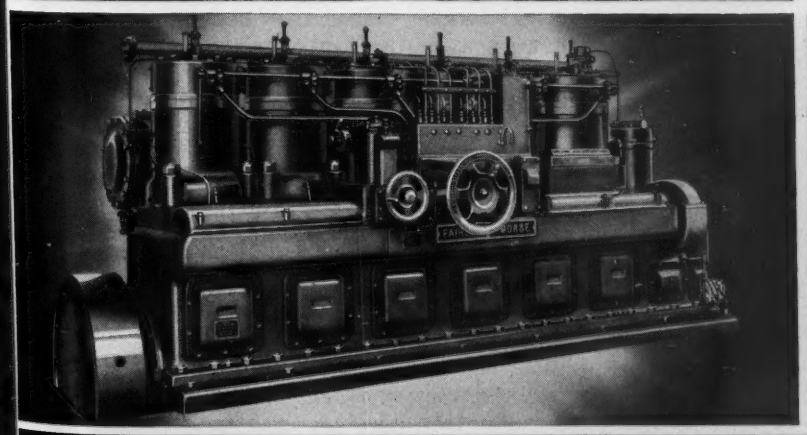

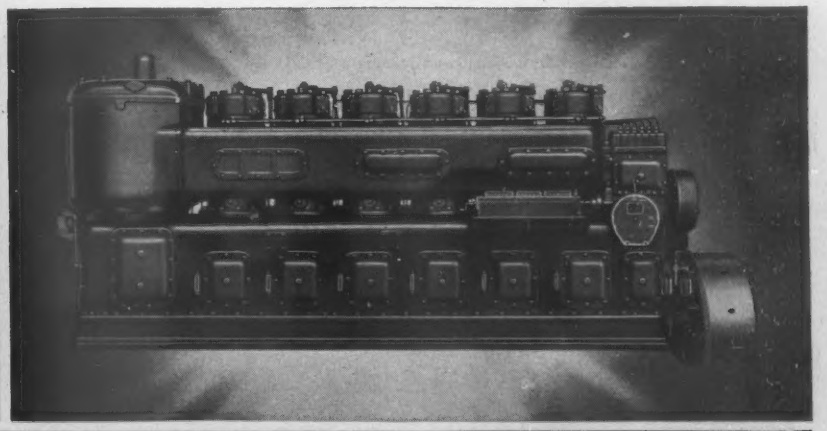

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tude 58° South and the longitude of Cape Horn, steering easterly courses, changing a few points at times during shifts of wind to make better weather of it until the seas were more regular. It was one gale after another. The squalls would come up astern, black and wicked looking, to reënforce the wind with snow and sleet. As each squall passed, the sky would become perfectly clear and, at night, the stars shone out brilliantly, only to be shut in again after another interval by the blackness of an oncoming squall.

But now we had another worry to claim our attention. We had flywheel pumps just abaft the mainmast, worked by hand power, and they were going night and day. With this heavy cargo in a wooden hull, straining in every part in her struggle with wind and sea, additional leaks were likely, in which case we would have been unable to keep her free. In this part of the ocean there are no harbors of refuge and we were obliged to depend on our own efforts to secure our safety. It was imperative, therefore, that we take some action without further delay. Leaving the second mate on deck, the captain and I went below in the cargo holds with lanterns and followed around the ship's sides, putting our ears against the ceiling to listen for trickling water. The cargo did not reach the sides, allowing us to make this survey of the holds. We discovered several small leaks and at last found what we were looking for, on the starboard side forward, nearly abreast the foremast. The water was coming in a stream through a wormy plank, but it was on a line with the heavy timbers supporting the orlop deck and we could not reach it without hewing away some of the timber. I went on deck to look after the ship and sent the carpenter down to assist the captain. While lying in Iquique, we had scraped and planed her whole sides above the copper sheathing without discovering anything, yet we found this plank with grooves on the inside bored out by the teredo large enough to put a finger in. The outside was like a strainer, with fine holes like a pepperbox. We had planed it and given it two coats of paint without this being noticed. We packed the inside full of oakum saturated with Stockholm tar, then fastened another plank up against it, and this effectively stopped the leak. At the time, I did not fully realize the danger we had escaped, being young and taking it all as part of the day's work.

For two weeks, while rounding the Horn, the decks were constantly flooded, the water washing from side to side, and all hands were drenched to the skin. I wore rubber boots, oilskin pants, a long oilcoat and a sou'wester. The pants were tied around the ankles and the coat strapped around the waist by a belt; yet the water would squirt up the legs so that I could not keep dry. We had no fires, either forward or aft. Our boots were wet inside and we had no means of drying them, but we took them and our outside clothes off when we had a watch below and buried ourselves in our old blankets and quilts. The body heat would make them steam, so that they became quite comfortable. It was most disagreeable, when preparing to resume watch on deck, to plunge one's feet into those wet boots, nearly freezing cold. On reaching the deck it was necessary to get into action and a spell on the flywheel pumps helped to warm us up. We were hungry all the time although we were allowed plenty at every meal. When taking another barrel of pilot bread out of the storeroom, one man said: "I wish I had it in my bunk," and we all felt the same desire to gorge ourselves. The forecastle, in the forward deckhouse, had a door on each side of the deck, both kept closed to keep the water from slopping over the high sill. The place would become blue with tobacco smoke and bad air, yet the crew was in perfect health.

On our outward passage, it was summer time with long days when we passed around the Cape, but it was now winter, with few hours of daylight. On July 31st, we were again hove to in a westerly gale, but we were now well past Cape Horn, in Longitude 60° West, and able to run to the northward on a NE by E course. We continued with variable weather, several days with fog and mist, until August 8th, when we were favored with fair weather for the first time in three weeks. The days were becoming longer and all hands were cheered by the welcome change. While in Iquique, the second mate had purchased several hundred cigars on board the German bark *Pestalozzi* and two hundred for me, although I was not a smoker. As the weather became fine, he appeared on deck in the night watches, smoking his cigars with great gusto. His pleasure so affected me that I followed his example at the rate of two cigars each night of fine weather until they were exhausted. The carpenter smoked one cigar each Sunday, one half in the forenoon; then he laid it aside until the afternoon when he finished the remainder. The first fine day with light wind, we began in the morning with all hands on deck, unbent the best sails, and bent our old, or summer sails again. This work was accomplished in one day. These new sails (twenty-two in all) were then taken out, looked over and repaired, tagged and put away.

We now spent a busy time in cleaning ship. All rigging work, alow and aloft, was put in repair and tarred down; the spars were

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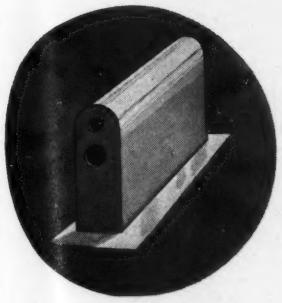

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14-foot De Luxe Model

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scraped, varnished and painted; houses and bulwarks as well as everything on deck were cleaned and painted and, finally, the decks were given a coat of tar under a hot sun.

We made several new sails while on this passage to the Equator but the weather was unusual for these latitudes. Instead of Southeast Trades, we encountered variable winds, calms and much northeast wind, making progress slow until we reached Latitude 13° South when the regular Trades prevailed.

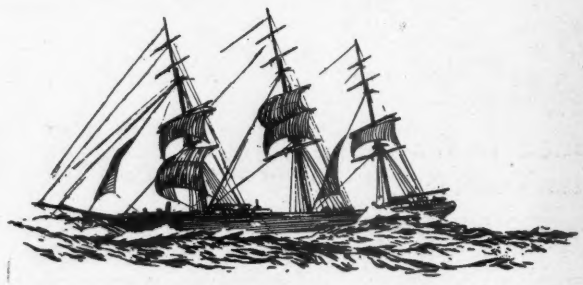
We crossed the Line on September 9th, 78 days out from Tocopilla, in Longitude 36° West. On the 13th and 14th, we were in the doldrums, with heavy rain squalls from all points of the compass. Then followed two days of flat calm. On the 17th, a light wind sprung up SSE and fanned us along on the home stretch until we picked up the Northeast Trades. When a little north of Bermuda, we were struck by a violent squall from the NE with a bad cross sea. At the supper table, I remarked to the captain that I did not like the looks of the weather. The barometer was kept in his room but he said it did not indicate anything unusual. A gale from the SW followed the next day and, on October 11th, a calm. On arrival at New York, the Sandy Hook pilot informed us that a West Indian hurricane had passed over Bermuda on those dates.

On October 12th, we spoke the American bark *Herbert Black*, Captain Albert Blanchard of Searsport, Maine, which had lost her rudder. We passed her close alongside and saw that she was being steered by a jury rudder. To us it was quite an event to outdistance another vessel as we usually carried a light over the stern to keep overtaking ships from running into us. Captain Blanchard came on board to see us in New York and we learned that he had made the passage around Cape Horn with this jury rudder, which was considered a remarkable accomplishment by shipping men.

On Saturday, October 17th, 1892, we took a tow at 6:00 a.m. near Sandy Hook Lightship from the tugboat *Italian*, passed Quarantine, anchored off Bedloe's Island at ten and docked at Beard's Stores, Erie Basin, at 2:00 p.m., after a passage of 115 days from Tocopilla. As soon as we were fast, the crew was discharged, stevedores rigged purchases for discharging cargo and a gang of riggers came on board, unbent all the sails and stowed them away. The same afternoon, Captain Sears brought his wife on board, then returned to the city alone. About 5:00 p.m., I saw a young man walk hurriedly down the wharf to our gangway and mount it to the deck. I do not know why, but it struck me right away that he had come to see me, and so it proved, for he was the Deputy U. S. Marshal and I was ordered to appear before the United States Commissioner on complaint of the crew. At the time, I was alone on board, except for the Chinese steward, Ah Lee, and Mrs. Sears, so I told him that I could not leave the ship until the master returned. I washed, shaved, put on my shore clothes and then went to the captain's room and talked of the voyage with Mrs. Sears until the captain returned.

He offered to accompany me to the Marshal's office in the Brooklyn City Hall. We proceeded there with the Deputy and then appeared before Commissioner Morle. It was Saturday night and, as Monday was a holiday, I was threatened with jail until Tuesday morning unless I could put up a bond. We had arrived after an absence of nearly a year. How was it possible to get in touch with any relative or friend to secure a bond at this hour on Saturday night? The captain offered to sign the bond, as he was part owner of the ship. This was refused as the ship might go away. We assured the Commissioner that a friend in Brooklyn would gladly sign the bond, if we could locate him. At last, it was arranged that Captain Sears and myself should both sign a provisional bond, with the understanding that our friend should appear at court on Tuesday forenoon to sign the regular bond.

On Tuesday morning, we appeared before the Judge, a Grand Army man like our Captain, one having been a Colonel in the Army and the other a Commander in the Navy during the Civil War. I was confident that I would win at the trial and so it proved, as I was promptly acquitted, while the Judge remarked, "You look like a hardened criminal, Mr. Morton; twenty-two years of age and first mate of a deep water ship." Yet I never came so near going to jail as I did at that time. The loyalty of Captain Sears to my cause and the favorable testimony of Mr. Wagener, the second mate, had saved me from that indignity.



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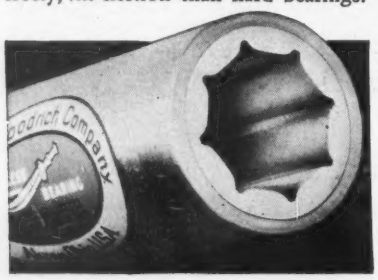

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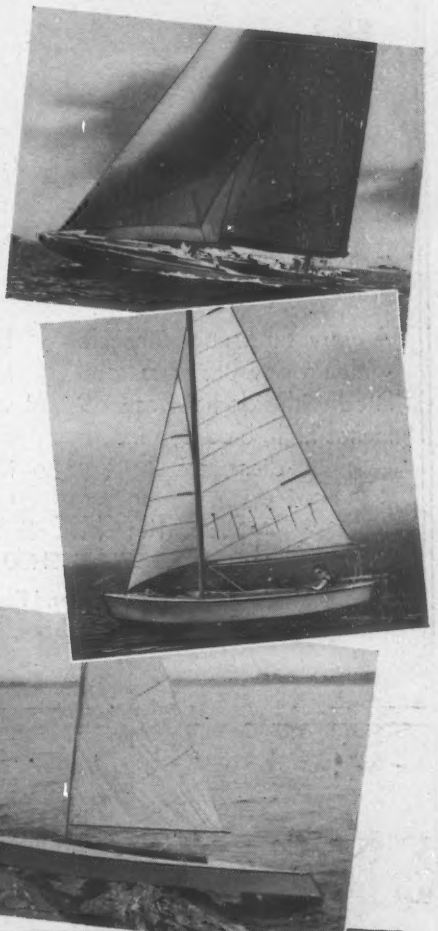

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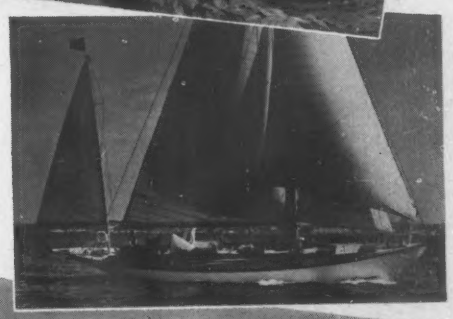

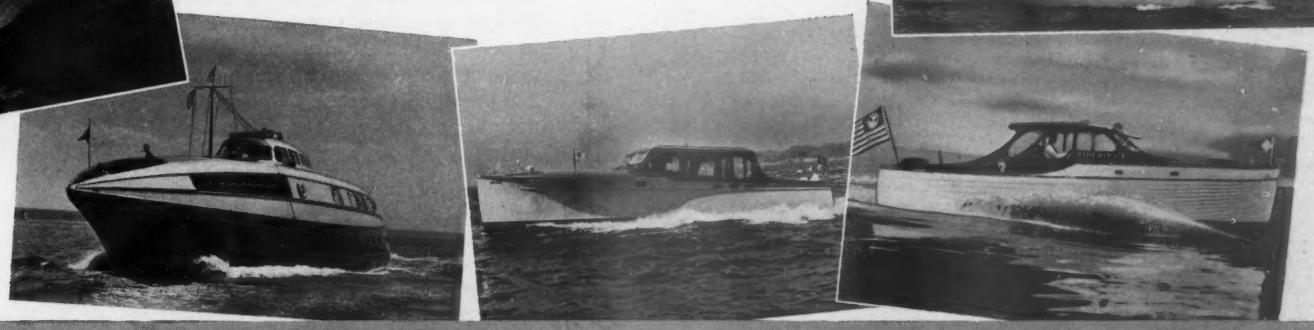

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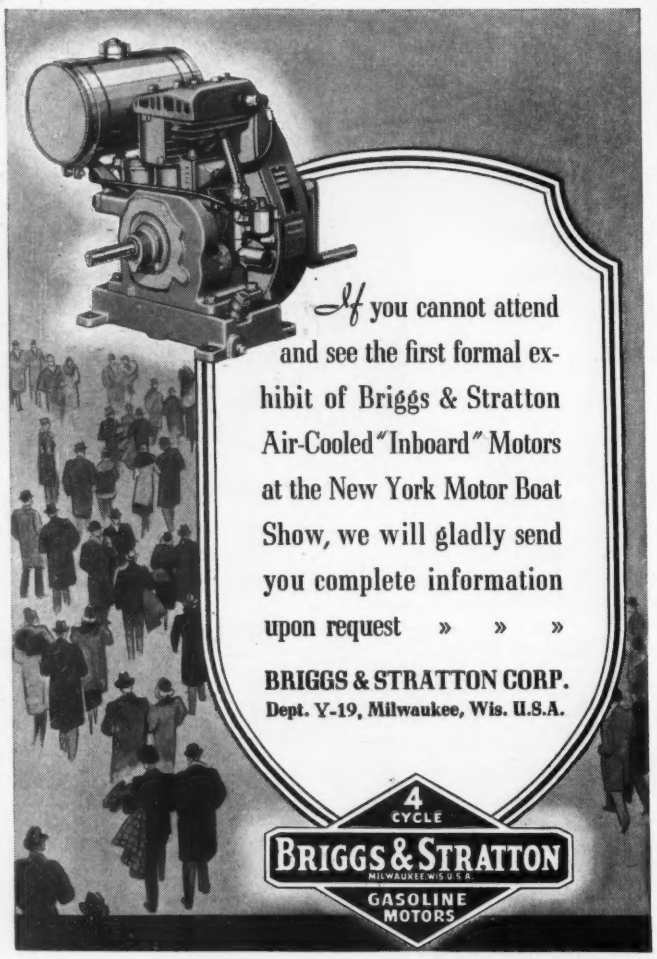
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GASOLINE MOTORS

Boating Uncovers a Flivver

(Continued from page 58)

in the boat and just how the weight is distributed. Most of them, however, are powered to make at least six and usually not over twelve miles per hour. They are all displacement boats and don't get up to planing speeds.

The use of small air-cooled engines has spread to other types of craft, among them the round-bottom and semi-V-bottom family and utility boats such as those built by Lyman, Thompson, Century, Dunphy and many others. Several of these are much on the de luxe side. The engines have been used in auxiliary installations in small cruising sail boats. Lately, little air-cooled inboards, with reduction gears of ratios as high as 4:1 and 6:1, have begun to replace the old style heavy, slow-turning 1- and 2-cylinder engines.

Within the last year, little inboard powered boats have dropped in and taken hold all over the country. Commercial fishermen in Florida, on the Chesapeake and in Alaska have tumbled their heavy old 1- and 2-cylinder "clunkers" over the side and installed in their places tiny high speed engines with reduction gears (some of them turn up over 3000 r.p.m.). Hundreds of people who love to be on the water have bought little boats in which to "pooch" around bays, rivers and lakes all over the country. Several boat livery operators have found little inboard powered boats the most popular offering they had because their customers found these boats and engines simple and sure. Old-timers in the most elite of yachting centers have shown an interest in little inboards for utility service and for puttering around, keeping up with what's going on in their home waters.

Offhand, it wouldn't seem that a new source of power could contribute much to hulls which are not new. But many owners and builders agree that these little inboard engines are equal or superior, in so many vital ways, to everything of their size for inboard use which has preceded them that the combination of boat and motor is an entirely different matter.

Ease of starting stands out. Owners hold that if the engine doesn't start on at least the second flip, warm or cold, wet or dry, you must be out of gas. Either a knotted cord or a hand crank is used for starting and the only difference in the efficiency of the two is that the crank doesn't get lost. You won't wear out either of them quickly.

Gas and oil economy is point number one for many people. Naturally, the bigger and more powerful the engine, the more gas it uses, but all of them consume so much less than any other motors their owners have ever used, that they just can't believe what their own records show. In speaking of the ¾ and 1 horse power engines in a 12-foot semi-dory type boat, one builder said: "Our customers tell us of running up to 100 miles on a gallon of gasoline and we believe it possible but it sounds too fantastic, so we tell people 60 miles and they still say 'it's too good to be true' — until they run one of the boats. One owner told of making 30 miles on a quart of gas while another gave 12 cents per day's run as the fuel and oil cost over the past season. They run on ordinary gasoline and, as still another owner put it, 'never use any oil'."

Fishermen love to troll and therein lies the third advantage of these little inboard engines. They will throttle down to a speed of one mile an hour. Just ask a fisherman how much that contributes to his sport. Incidentally, this flexibility of throttle has another advantage. A clutch and reverse gear is not part of the engine and, although these accessories can be added, many an owner has discovered that it is the simplest thing in the world, in making a landing or picking up a mooring, to throttle her down to a snail's pace, slide up, grab hold, and then cut the engine. Often the engine is installed well forward and one owner told of using his own weight as a clutch in such a boat. He would stand ahead of the engine, his weight forward putting the bow down and lifting the propeller out of the water. Then, after flipping the engine over, he could take his time about stepping aft and putting the propeller to work.

Many of the boats have been built with fairly deep skegs beneath the propeller, or with tunnel sterns which protect the propeller and still permit a boat of minimum draft. A yachtsman with a yen for fishing described one of these boats affording protection to the propeller as the finest boat for striped bass fishing on Long Island Sound he had ever seen, large or small. He went on to explain that the fish are found in schools around rocks and in shoal water and that to get fish you have to cruise around and find the schools and then go right in over and among the rocks to catch them.

To the less mechanical boatmen, probably the greatest advantage of these little engines is the fact that there is nothing tricky about them. A pull on the cord starts them, there's a simple throttle control and a button to press to stop them. That's all there is to it; there's no fussing or fiddling.

Now how about the objections, the bad features of these little engines? "They get too hot, you

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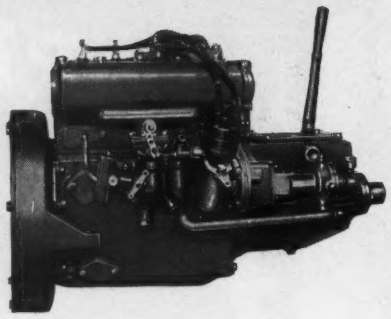

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can't stay in the boat with them, don't ever touch one," are typical of the comments of some of the inexperienced doubters. Those who know, however, agree: (1) that some exposed parts of the engines are hotter than water-cooled engines; (2) that you don't notice the heat more than a couple of feet away from the engine; (3) that they are no hotter after ten hours of running than after ten minutes; (4) that they are not nearly as hot as a water-cooled engine whose cooling system has gone sour.

One of the new 1 hp. Lauson air-cooled motors with marine base, gasoline filter, and flame arrester

Another objection is that on the bare engine the exhaust discharges through a short line and little muffler right into the boat. This, of course, can be improved upon, although only with a following wind is it a serious matter. It's simple enough, however, to pipe the exhaust out through the side or aft through the transom with either a flexible or rigid line; only the first two or three feet need be insulated.

A clutch and reverse gear is undoubtedly desirable, even though an experienced boatman finds it simple enough to handle the boats without them. U. S. Motors pioneered with the development of little motors with these accessories last year. They were, some thought, a bit cumbersome and the cost was high as compared to that of the motor alone, but there are several new developments along that line in the new 1939 engines.

The lack of a real marine base on the little engines, with husky bolt holes on the side rather than the very bottom, has come in for criticism. But, in spite of the fact that this shortcoming is more theoretical than real, it is being corrected by the engine builders in their new models.

The lack of speed of the revived inboards has also come in for criticism and it is true that most of the boats are not fast, twelve miles an hour being about the limit. But neither have the engines been large, and it takes big engines, putting out lots of power, to get speed. However, granting that these little boats are comparatively slow, their popularity is further proof that there is a definite trend away from speed for the sake of speed alone.

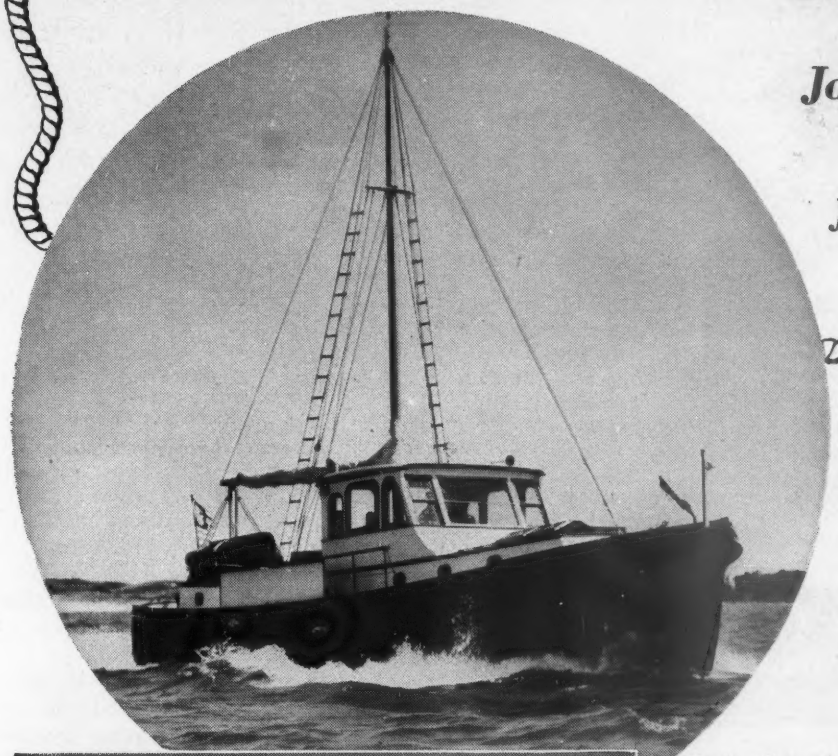
Indications for 1939 are that the small inboard boat and motor field will be busier than ever. Briggs & Stratton, Lauson, and Wisconsin, old-timers in the small motor field, have all made improvements and changes destined to make still better marine power plants of their engines. Buda is coming into the field with a 2 horse power air-cooled engine, complete with reverse and reduction gear. Bendix is introducing a 4½ horse power air-cooled motor and many builders of small water-cooled inboard engines are sprucing up their smallest motors.

Briggs & Stratton are now offering de luxe models of their ¾ and one horse power engines at a price little higher than that of the standard job. These will include a marine base, flame arrester, double thrust bearing, quadrant throttle control and a new belt-driven transmission incorporating a reduction gear. This transmission has been thoroughly tested during the past year and, although it violates marine practice by bending the shaft end slightly, it has worked out well so far. In the forward position, the shaft is bent down a bit, engaging the oilproof and weatherproof fabric belt which turns the shaft. In the neutral position, the shaft is straight and the belt is slack. For reverse, the shaft is bent up slightly so that the pulley faces are engaged directly and the rotation of the shaft is reversed.

Boatbuilders, too, have been developing accessories. Gibbs, of Jacksonville, Fla., has patented a water-cooled muffler, one side of which is part of the bottom of the boat and is thus continually cooled

Boats designed to TAKE IT!

John G. Alden specifies Anaconda Metals for sea-going craft



Gosling III, *owned by Geoffrey Whitney of Boston. Designed by John G. Alden, naval architect, Boston, Mass. Built by Willis J. Reid & Son, Winthrop, Mass.*

Sport fishermen or racing yachts—boats designed by John G. Alden are planned to stand the test of time and usage. So it's significant that Everdur* Copper-Silicon Alloy is used for hull and deck fastenings—and other Anaconda Metals . . . Copper, Bronze and Nickel Silver . . . for traditional uses requiring high resistance to corrosion.

Carefully produced by master craftsmen in mills of The American Brass Company, Anaconda Metals are noted for consistent quality. Their dependability explains their preference by leading naval architects, owners and boat builders from coast to coast. 38187

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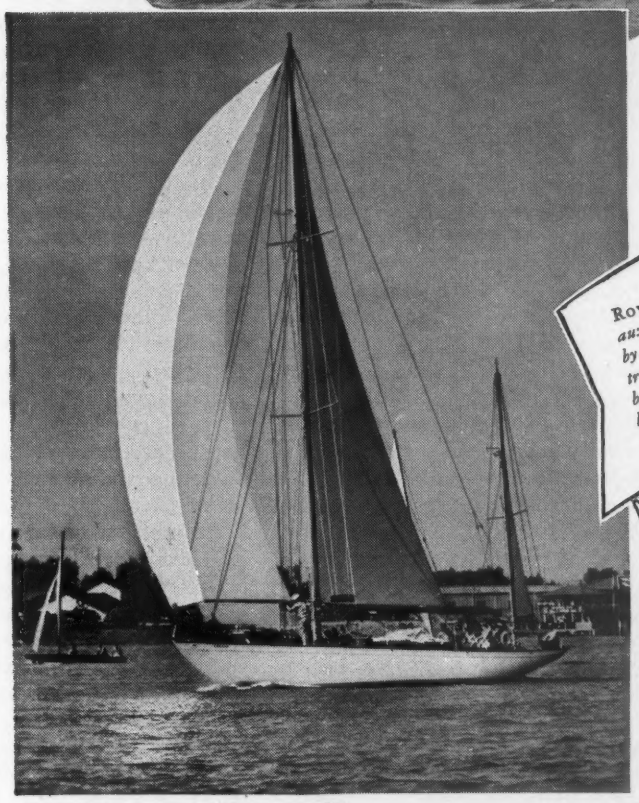
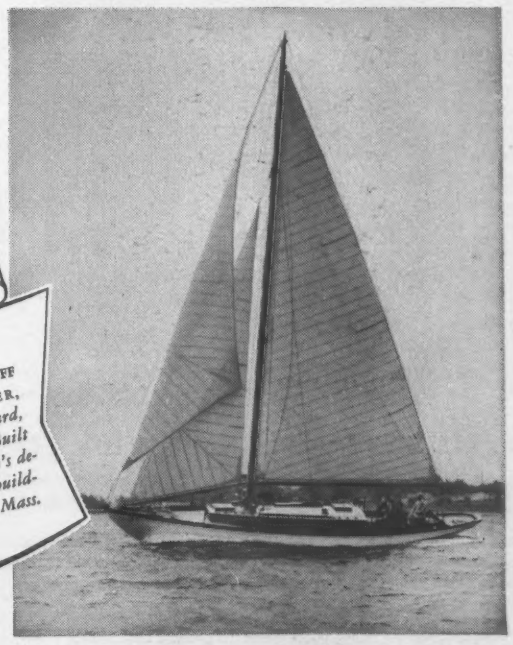


Royono III, 51' 6" *auxiliary yawl, owned by John B. Ford of Detroit, Mich. Designed by John G. Alden, and built by Pouliot Boat Works, Inc., Detroit.*

Madcap II, 41' 8" OFF SOUNDINGS CUTTER, *owned by E. P. Bullard, Bridgeport, Conn. Built from John G. Alden's designs by Casey Boatbuilding Co., Fairhaven, Mass.*



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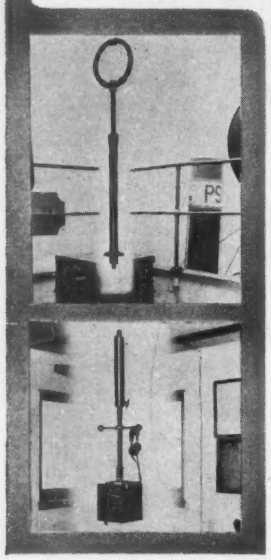
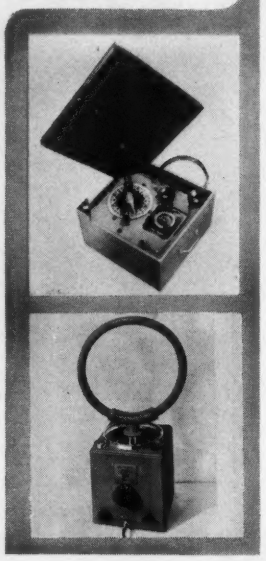


Left: **The Dane-G.C. Compass** installed with the Controls in the cabin and the loop extended through top deck, so as to be in the clear, free from stray magnetic field.

Upper Right: **The Director model:** Completely housed in a mahogany box, lined with copper. Water proof. Features ease of operation, beacon selector, combined off-on switch and volume control, and compass repeater.

Lower Right: **Model 7.** See this and model 8 (not illus.) which employs new novel type of visual Null Indicator. Has noiseless self-cleaning loop contact. Housed in gasket-sealed bronze case. Used with either dry or storage battery and generator.



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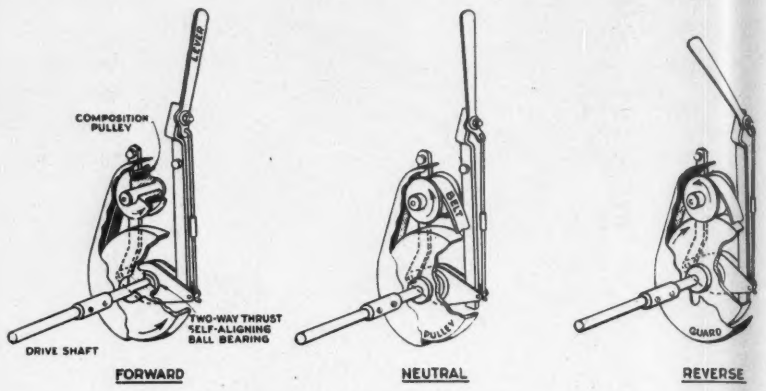
by the water flowing past outside. This muffler turns the hot dry exhaust to vapor, silencing it and reducing vibration, and the exhaust line carries it all outside the boat. Gurney, a Massachusetts builder, and an enthusiast for the air-cooled engines, has been defying back pressure with a species of underwater exhaust and has worked out the world's simplest one-way clutch. He merely slides the propeller shaft back and forth, through the stuffing box and all. A conical clutch face on its end engages the drive shaft of the engine; the thrust of the propeller and friction do the rest.



Details of the new Briggs & Stratton transmission providing 2:1 reduction ratio. In reverse the shaft is bent slightly

A host of new boats with small air- and water-cooled inboard engines has already appeared on the scene. They range in size from Gurney's 8-foot pram with a one horsepower motor up through various sizes and types to boats such as the Lyman 15-foot round bottom runabout. This boat has a little bridge deck built over the engine which gives her a decidedly finished appearance. Wright, of Dundee, N. Y., has a 16-footer with water-cooled motors of 5 horsepower and up which should have considerable appeal as a family boat.

These smaller inboard motors already have a start in the auxiliary field. Several of the Bear Class, a San Francisco Bay combination racing and cruising sloop 23 feet long, installed little air-cooled inboard motors last year. The Anchorage, Inc., of Providence, R. I., is bringing out an auxiliary model of its well-known 12-foot sailing Jolly Boat. A one horsepower air-cooled Briggs & Stratton engine with 2:1 reduction gear will be installed under a box just abaft the centerboard trunk.

There are probably scores of other small sailing craft with the room for a tiny inboard auxiliary motor, of which, up to the present, there have been few or none on the market. Up to 18 feet in over-all length, such an installation might be a bit cumbersome, but from that size up, the room required for a motor would be negligible. The motor manufacturers already have the answer to what happens to the motor when the boat begins to heel. The motors can be boxed in on all four sides provided several good sized holes are bored in front of the flywheel and openings are provided near the top to permit the escape of the heated air. Installing an air-cooled motor down below in a little auxiliary presents a few complications but there is a solution to every problem and there's many a boat which could well utilize the exhaust fan action of an air-cooled motor drawing its cooling air from the cabin.

Also there is tender service. Little inboard-powered craft fit into the picture beautifully on any yacht carrying her boats on davits. Gibbs has recently developed a varnished tender with leather upholstered seat cushions accommodating six persons. The engine is out of sight under a decked over but well-ventilated section just abaft amidships. On smaller yachts, which have to stow their tenders on their sides or upside down, the little inboard is at a disadvantage compared with an outboard but there are some who would be willing to bolt their engine down with four thumbscrews and fit an easily disengaged coupling and rubber exhaust line, in order to enjoy the advantages of inboard power.

Wright, a young builder who keeps pretty close tabs on what inland lake boat owners are interested in, feels that inexpensive, easily operated inboard-powered craft are just the thing for thousands of youngsters whose parents are glad to have them on the water but do not want them banging up a larger, more expensive boat.

There are many other angles to the story which, for lack of space, cannot be told here but, because of the simplicity, dependability, flexibility and economy of small inboard-powered boats, we may expect them to introduce thousands of newcomers to the sport of boating during the coming year and to make other thousands of old-timers admit: "Well, 'tain't possible but it's true."

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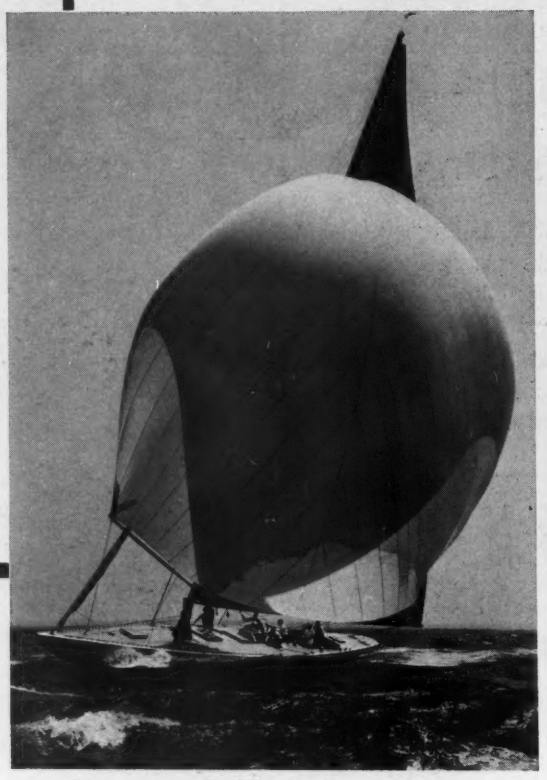

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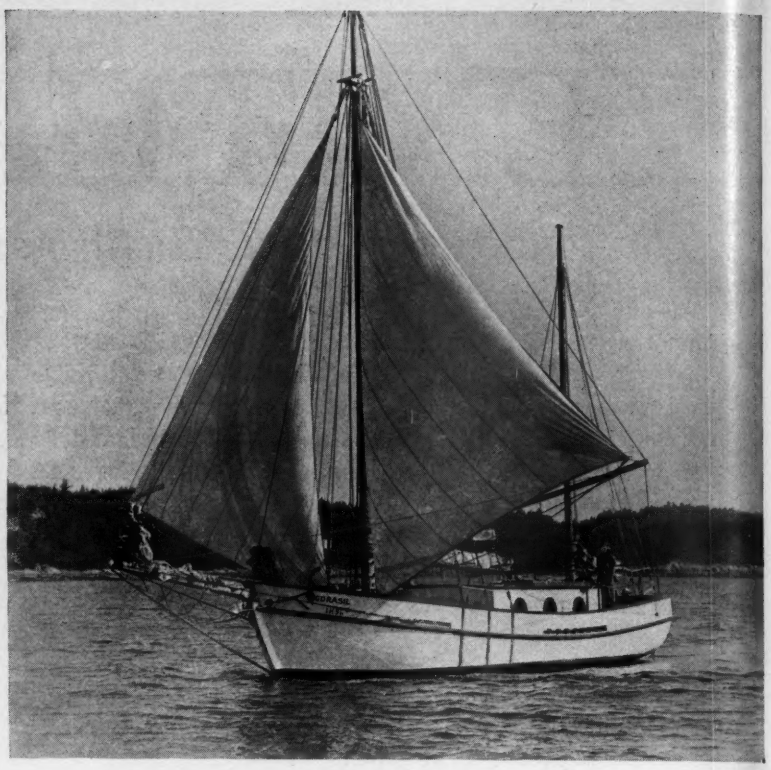

The spinnakers are of moderate size, about all one man can handle

"Igdrasil's" Cruising Kites

(Continued from page 59)

tried both methods and can't recommend either. The first is too much work and the second is a bit risky for cruising. If anyone has a third and more satisfactory method, I should like to hear of it.

Again, the wind increases slowly, the miles reel off and you smile as the bow wave mounts steadily. You look at the seven- or eight-knot wake rippling astern and say, reassuringly: "We're in the Trades; it won't get much stronger."

But it does. Finally, you are driven reluctantly to the conclusion that you are in for that one per cent of gales the Pilot Chart specifies and that, somehow, those two kites up forward have got to come off. It will be blowing Force 6 before you admit this. With an ample crew, it may be easy, but for one man to lower away and muzzle them, without getting them wet, is something else. Then you realize what hellions those kites can be. That is when you wish the inventor were within reach!

While I see no way of improving the rig where a gaff is carried, it might be greatly improved on a Marconi-rigged boat. The goosenecks could then be moved up the mast more than head high, to be out of the way and eliminate the tendency of the booms to "sky." This has, I believe, been done. But the biggest improvement would be to set the sails not as three-point-attachment spinnakers but as wings, on tracks on the forward side of the mast. Then, with the outhaul cast off, they would come down easily, since the tail of the halliard would be sent aloft as a downhaul. This would also eliminate the space between the sails and permit more area to be set with booms of the same length. And more area seems to be indicated for average Trade Winds.

Some users have advocated a pair of large spinnakers for light airs and a smaller set for fresh breezes. This is fine for those who can afford to let their sails mildew or buy fancy "bugproof" canvas in the first place. Drying them becomes a problem, however, when all fore and aft canvas, as well as both spinnakers, gets wet regularly in those morning and evening squalls. I have no desire to complicate matters further by adding a set of what their owners proudly refer to as their "storm spinnakers." Others have advocated roller reefers. Their advantages are obvious but, like their big brother roller on the main boom, their merits are extolled while their shortcomings are overlooked or not realized. I doubt if the spinnakers' limited utility offsets the cost of the special roller gadgets and the inconvenience of the added gear.

The spinnakers are easily arranged to steer the ship. The sheets may be taken to the tiller, which is free to move over a short arc between pegs. I take them to the wheel, where they have a control range of two spokes, which is adequate. The ship then follows a slightly sinuous course, the wheel turning the two spokes about once in ten or fifteen minutes and the course varying rather less than a

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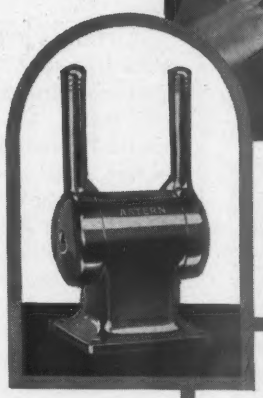

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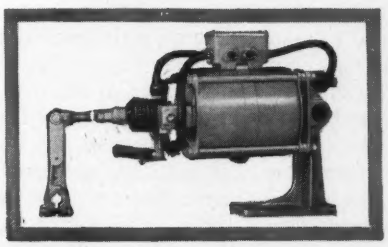

(Above) The familiar *Bendix Control Pedestal*, available in 6 different combinations for gearshift and throttle control. Heavy cast, polished, bronze or chromium finish. Mounted in any position. Affords fast, finger-tip handling.

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(Above—Left) Bendix Vacuum Power Gearshifting Unit, moves heaviest reverse-gear levers in response to push-button or pedestal lever movement anywhere aboard. Special Vacuum unit and pump for Diesel engine. A Bendix Hydraulic Throttle Actuator translates pressure in hydraulic lines into movement of carburetor control lever or operates fuel shut-off valve.

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(Left) Bendix-Holmes Automatic Steerer, holds any compass course for hours on end without attention except for lookout ahead. Flexible cord push-button Remote Control lets you take the helm instantly, from anywhere aboard.

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point either way. A reference to the traverse tables for one-point courses will show that the distance lost is negligible. But if the wind gets light there is a lot of slat, since the forward guys cannot be set up with self-steering.

Considerations of safety may be out of place on a racing yacht but not on a cruiser. Self-steering spinnakers may be the answer to the single-hander's prayer. If he goes over the side accidentally, he doesn't come back, no matter what the rig. Even with a crew, you will have sailed half a mile before the spinnakers can be gotten in and the engine started. So, if you make a habit of going overboard, you had better not carry double spinnakers! But I sail with only my lightweight wife as crew. If I went over the side, she would find herself romping away from me under sails she cannot stow, in a rig that won't come on the wind, that can't be stopped or even slowed down. Even cutting them adrift is risky for the halliard might jam aloft and give her a couple of oversize "flags" to cope with. This wouldn't worry me for, being a poor swimmer, I would be past worrying, but it wouldn't be pleasant for her!

I have sailed some thousands of miles under double spinnakers. I shall probably sail thousands more under them but I shall still consider them a makeshift — something to be discarded if anyone ever designs a really satisfactory detachable square yard gear.

"Islander" Does It Again

(Continued from page 81)

island but, to keep in training, I went on a hike to Diana Peak, the island's summit. Along the shore the island is a desert but up on the peak one had to force one's way through the vegetation that grows rank and damp under the tree ferns.

The run to Ascension Island was made with light fair winds and under a warm sunny sky. As we approached the island, Harbormaster Williamson came off to meet us and made *Islander* fast to the same mooring where she lay twelve years before. There was no one on Ascension other than those employed by the Eastern Telegraph Company and these new friends made life a round of pleasure for me. Motor cars had been brought to the island since my last visit, and though the roads are limited, they reach Green Mountain and run out to the birds at Wide-Awake Fair. It was the nesting season and the wide-awakes were even more numerous than they were when I was here before. There were interesting trips among the lava fields and cinder cones. These were busy days till it was time to sail again.

From St. Helena to Fernando do Noronha, the Southeast Trade was very light. I passed Fernando do Noronha at night and was surprised to see electric lights in one of the villages. Since my last voyage, this has become a stopping place for planes crossing from Africa to Brazil. As I sailed on, the sun rose behind the island and Noronha's conspicuous peak took on the appearance of a church with a high steeple. There was some squally weather and light winds beyond Noronha and till we had crossed the Line. The strong Northeast Trades were met in 4° North Latitude. I saw Polaris for the first time in 7° N. The Trades blew strong with rain squalls at intervals and the sea was rough. With a strong current hurrying us along, we made up for some of the time we lost with the light winds.

As we neared Trinidad Island, night was coming on and I took in all sail but the jib as I wished to make the landfall in daylight. Right here the current takes a turn to the north and next morning I found we were coming up to the north side of Tobago Island. The wind fell to almost calm and all day we drifted along the north shore of this charming isle. During the night, a light breeze took us over toward the Trinidad shore, and the next afternoon we came up off the Dragon's Mouth. A strong current was running out, causing a tide rip, but the wind was fair and *Islander* finally won her way into the Gulf of Paria before the wind died away to an almost dead calm and there was scarcely a ripple on the water. With the aid of the sweep, we came up to Gasparee, anchoring in the late evening of January 17th, 1937.

Having spent the winter in South Africa, I had now crossed the equator to find it was winter in the West Indies. Two winters one right after the other and winter in either place is delightful. Probably the best tropical scenery in the West Indies is to be found in Trinidad and I enjoyed it all the more because I saw it with my old shipmate Martin Kattenhorn who, with Mrs. Kattenhorn, was touring the islands. There is some yachting activity at Trinidad and on one pleasant excursion I sailed *Islander* to San Fernando to attend a series of Star races. The Gulf of Paria seems to be an ideal place for small boat sailing and one wonders why there are not more American yachts cruising along the chain of islands from St. Thomas to Trinidad, where one island is not out of sight till another one is in view. Among the islands of this group, where the Trade Winds blow, sail still holds its own.

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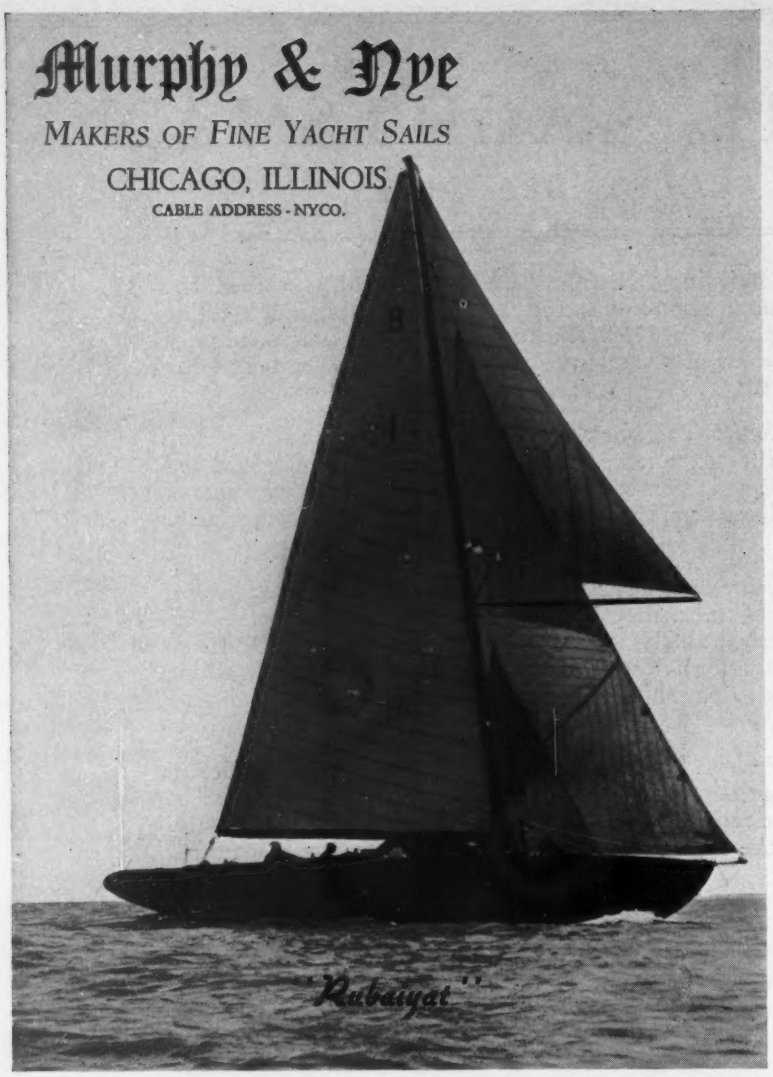

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LYMAN BOAT WORKS 1550 FIRST STREET SANDUSKY, OHIO

Schooners and cutters were continually arriving and departing from Port of Spain. Because of the shallow water, large steamers come to anchor a long way out and the cargoes are discharged or taken on with lighters, many of them propelled by sail. There are few facilities in the West Indies for taking these vessels out of the water and when it is necessary to repair or clean the bottoms they go through the process of heaving down. It not being practical to heave down a keel ballasted boat, I took the *Islander* to Scotland Bay before sailing from Trinidad and beached her. There was not tide enough for me to get at the keel but I was able to clean and paint the hull.

I sailed from Scotland Bay for the Island of Grenada. The wind was light and Trinidad faded out as darkness came on. I had no way of telling what the westward set of the current was but I held well to the eastward of the course. I was at the tiller all night. When I sighted the island with the coming of daylight, I was to the eastward of it, so the westerly set could not have been much. It was Sunday morning when I arrived off St. Georges but the harbormaster sighted *Islander* approaching and came out to meet us and directed us to an anchorage in one of the loveliest harbors it has been my fortune to sail into. I wondered why I had passed this place by so long before giving it a call. There were some small sailing boats here and the cool of the evening always found these tiny craft skimming about the harbor. One day a schooner unloading at the wharf attracted my attention and, as I was looking at her, the captain asked me what I thought of her. I told him I thought she would sail well. He was proud of his vessel and said she was built in the islands after the plan of the famous schooner *Bluenose*. She was engaged in carrying oil and gasoline from Port of Spain to St. Georges, returning with whatever freight and passengers she could pick up. I saw her when she departed, loaded, like Noah's Ark, with live stock from horses to fowls, every bit of deck space crowded with passengers and their effects. And so the *Rose Marie* sailed back to Trinidad. Here I made the acquaintance of the McKays in the beautiful English yacht *Elk*. I tried mountain climbing when two young men took me to Grand Etang Lake and Mt. Qua Qua, from where we could look down on the sea on either side of the island. My sea legs were hard put to keep up with the boys and I was quite lame when we returned late at night.

From Grenada I sailed for St. Lucia. Sailing along under the lee of the island, the wind was almost cut off but occasional strong gusts came down off the land. Crossing the channel to the Grenadines, the wind was light and we anchored when we came under the lee of Ronde Island at sunset. When we got under way next morning, the wind had come to N by E, so we had to take a long and then a short tack to keep up to the islands. Along in the afternoon, we came to a good anchorage in the lee of Mayero Island and called it a day. The next day saw us cruising along the shore of St. Vincent and from the sea I thought it the most picturesque of the West Indian Islands. I stayed by the tiller all through the night and before morning I was up with the Island of St. Lucia. The wind was almost cut off in the lee of the island and it was near noon when I came into the harbor at Castries. St. Lucia is another gem of the Caribbean, but the main interest of the island to yachtsmen is in the wonderful harbor at Castries, where a yacht can lie in an entirely landlocked cove. Commercially, the place is important as a coaling port. In this machine age it is a unique sight to see a steamer taking on bunker coal at Castries. The coal is taken on board in baskets which colored women carry on their heads. Each basket weighs considerably more than 100 pounds, and I don't believe I have ever seen coal going on board at a faster rate.

There are many beautiful places on St. Lucia but eventually I made ready to sail for St. Thomas. With a fair breeze, we sailed along the shore to Pigeon Island and then stood across the channel to Martinique. In three hours we were alongside historic Diamond Island. There was a rain storm as we cruised slowly along the shore of Martinique and, as the weather was clearing, a brilliant rainbow appeared with one foot resting on the town of Fort de France. At sunset, we were off St. Pierre, with just a breath of wind coming offshore. It was near midnight before we were clear of the calm under Mt. Pelee; then the wind came on to blow hard and we stood across the rough channel for Dominica with small jib and reefed mizzen. We were up with the island at sunrise and I was glad to run under its lee to get out of the turbulent sea. The sea was calm enough there but the wind came offshore in violent gusts down the valleys, with almost dead calm spots in between, and one had to be on the lookout to keep from getting a knockdown.

I came up off Portsmouth soon after noon. I was weary and, as this place has the best harbor on the island, I stood into the bay. The wind was coming offshore so strong and gusty I had to take off the main and beat in under the jib and mizzen. Close in to the beach, the anchorage was quite comfortable. There is only a small village here so I did not go ashore. An old colored man, who came alongside, told me

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The Aristocrat of Stardom

▪ THE BOAT ▪

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The 1939 PARKMAN STAR includes all modern innovations of proven merit, in construction, rig, and fittings. Its spars are of the authentic European type, as exemplified by the present World's Champion "Pimm." Its hull is of the lightest possible construction consistent with soundness, strength, and durability. Its slightly rounded contour forward minimizes pounding without sacrificing stability, making the boat faster in light air, while retaining its famous heavy weather qualities. It is the result of fifteen years experience in the building of nothing but Stars.

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"DELILAH" 12th DISTRICT CHAMPION

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Our new partner makes it possible for the crew to shift the position of the mast at deck from the cockpit, by simply turning one crank. An indicator shows the position of the mast in fractions of an inch. There is no collar or wide point of contact to prevent proper flexing.

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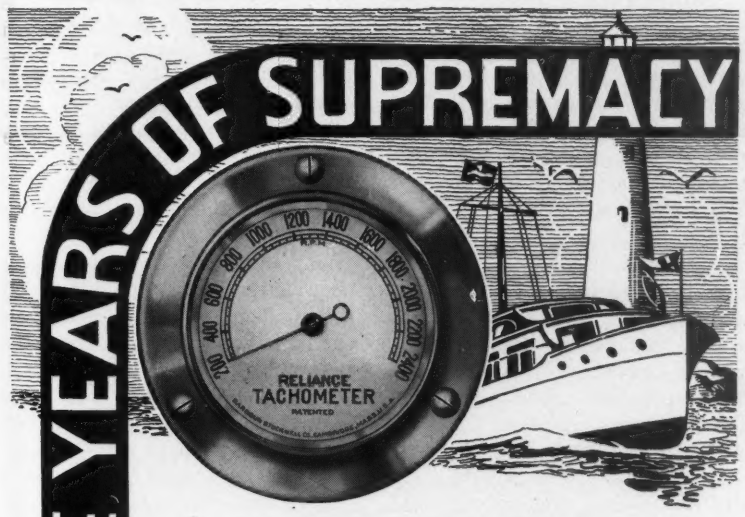

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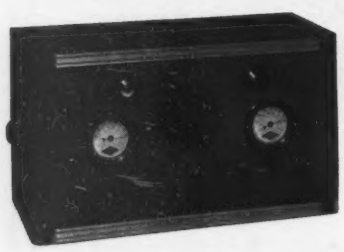

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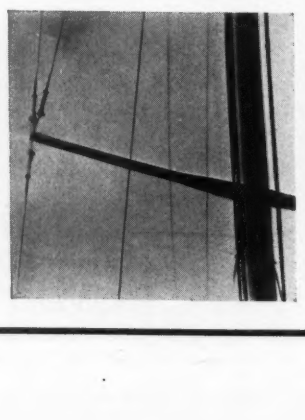

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it was unusual to have the wind so strong. During the night the wind subsided to a good sailing breeze. I was off early in the morning, had a good run across by Les Saintes Islands and was off Basse Terre, Gaudeloupe, by noon. After that I ran into a calm and it was night before I was clear of the island. By daylight, I was up with Montserrat and, the wind coming more to the south, I made a good run by beautiful Nevis and St. Kitts. The wind died out as I was passing St. Eustatius and all night and the next day we drifted in sight of Saba. It was not until the afternoon of the next day that they were blotted out in a rain squall. There was another night and day of rain and drizzle; then, during a rain storm on the evening of April 15th, 1937, we came up off St. Thomas.

At St. Thomas once more, the second voyage around the world in *Islander* was completed. The *Islander* was not the only yacht in the harbor at St. Thomas and for a time we had the *Joseph Conrad* for a neighbor. Then the *Igdrasil* came in and anchored alongside and Roger Strout and wife, who had followed the *Islander* around the Cape of Good Hope, caught up with me as they were nearing the end of a voyage around the world. Here, in the best climate of the West Indies, I awaited the coming of the good weather season on Long Island Sound.

On May 19th I sailed from St. Thomas for New London. St. Thomas was having a season of dry weather during my stay there but, as we stood off to the north from the island, we ran into a torrent of rain. As we moved on to the north, scarcely a day passed without rain. The wind was usually light and at times we were becalmed. Then one day we ran into a head gale and hove to. As night came on, the wind increased till I thought the old mizzen would go so I took in all sail and we drifted off broadside to it. The dinghy was lashed in the lee of the house and at times the wind and sea rolled the *Islander* down till it was afloat. It was a wild night and a sleepless one for me. The strain on the rudder indicated a rapid drift and the current of water passing under the keel and boiling up to windward formed a sort of slick so the seas did not break over too badly. With the coming of daylight, the wind died out to a calm but the rain still poured down. One morning, a black squall with a torrent of rain swept by. We ran out of it suddenly and I was wondering what next when I was startled by the deep roar of a whistle as the *Lady Bowles* passed close alongside. There were two or three days of sunshine as we passed to westward of Bermuda, then we ran into Gulf Stream weather. Out of that and we were in cooler weather while floating objects indicated land was near.

On June 14th the day was cloudy, with passing showers, but there was a glimpse of the sun at noon and again at 2:00 p.m., enough to give me my position. Soon after, land was sighted at Montauk Point. As we passed in by the point, the wind died out and left us drifting about in the rain with night coming on. When the fog lifted next morning we were close to the Rhode Island shore east of Fishers Island. The wind came up light that day but it was enough to bring us into New London, where we arrived on the evening of June 15th, 1937. Five years and seven days had gone by since we cleared from this port, and *Islander* had sailed over a lot of deep water.

\+ + +

I am often asked for advice by people who are planning long voyages. On one occasion a young man who was consulting me about an anticipated cruise turned to his wife and said, "I tell you, when we round the breakwater the expenses are going to stop." For myself, I have never found it that way. I am often asked how I finance my voyages. I did not start out until I had reached an age when I was ready to retire and I had the expense account arranged beforehand. My expenses have been about the same when I am cruising and when I am staying in the home port but I don't paint the islands red. So far, I have kept even with the game by giving lectures and writing. As to port charges, I have paid out more getting back into the United States than I have paid to all other countries I have visited put together. One's gear does wear out while sailing but I do all my own repairing and that means a lot. On my last voyage around the world, I started out with two suits of sails, neither one of them new, and the only sail acquired on the way was a small jib donated by a friend. I used up about 100 pounds of Manila rope and some twelve gallons of paint.

My advice to one contemplating a world cruise is to wait until the means to carry it through are accumulated; then put plenty of provisions on board and fill up the water casks at every opportunity.

The Month in Yachting

(Continued from page 85)

Weldwood will be used in both the interior and the exterior. Other innovations will include air conditioning and extensive use of electric power to facilitate operation with a small crew. There will be no gasoline aboard.

The accommodations provide for three large double staterooms, three baths, living room and dining salon for the owner's service. The boat is scheduled for completion in June of this year.

\+ + +

Star Class Championship on Lake Pontchartrain

THE Spring Championship of the Star Class for 1939 will be contested at New Orleans on the fine sailing waters of Lake Pontchartrain. This event has been held in alternate years at Nassau and Bermuda and was originally scheduled for the latter place for next spring. Bermuda's Star Fleet, however, has always been small and the weather there in April has proved a bit boisterous for the little Stars.

The New Orleans Star Fleet, one of the oldest in the class, has been growing rapidly for the last two years and interest there is keen. Their usual April weather is ideal for Star racing and old-timers in the Star Class, who were fortunate enough to be on hand when New Orleans held the International Championship Regatta in 1929, remember that the hospitality of the Southern Yacht Club and the charm of the old city provide the other elements necessary to a most successful series of races. The races will be held from March 25th to April 1st. Steamship rates of $25 per boat each way from New York have been arranged. Boats competing at Havana at the Mid-Winter Series may be shipped directly thereafter to New Orleans where they will be cared for in the interim.

Using Yachts as Guinea Pigs

(Continued from page 62)

canvas and the values of the various types of rigs.

Incidentally, the results of this series do not indicate that racing yachts should compete with cruisers under the cruiser rule.

It has always been customary to incorporate in any measurement rule certain "penalty" or design-control factors. For instance, in this rule, if a yacht's displacement exceeds the displacement of the theoretical base or standard yacht, she receives a credit equal to 3.5 times the difference between the cube root of the displacement of the base yacht and the cube root of her own displacement. Or, if two yachts have exactly the same rating measurements throughout, except in displacement, the yacht having the lesser displacement, and consequently lesser bulk to be driven through the water, will rate higher by an amount equal to 3.5 times the difference between the cube roots of the displacements of the respective yachts. This figure of 3.5 times the difference in cube roots represents the actual difference in speed and is, therefore, the fair or rating value.

The base, or standard, yacht is set up as a base or datum plane from which variations are measured and rated. For convenience, it was established at the measurement of the slenderest and fastest hull which might be accepted as constituting a real cruiser, having in mind cruising comfort, seaworthiness and strength. A boat with less than base beam, displacement, freeboard, etc., would be faster than the base yacht and, for *rating* purposes only, should rate higher by 3.5 times the difference between the cube root of her displacement and the cube root of base displacement. However, to discourage the design of hulls tending too far toward the out and out racing hull, such a yacht's rating is made higher by an amount equal to 4.5 times the difference between the cube roots. This is more than the speed value of the difference and is called the "penalty" value. In this particular test, we wished to determine the accuracy of the *rating* values, so we charged the racing yachts an amount equal to 3.5 times the difference instead of 4.5, as provided in the rule. The "penalty" values are in the rule, however, and any typical racing yacht would receive a rating well in excess of her potential speed if measured under the rule as it actually exists.

It is intended, however, to prepare a new draft of the rule in which such penalty factors are eliminated, which draft will later be available to those who wish to use it to handicap racing and cruising boats in one class. This practice cannot be recommended, however, until we have had a great deal more experience with such handicapping under this rule. The results of the Roosevelt Series tend to indicate that mixed races might be successful but, until many more races, involving a larger number of boats, have been sailed and studied, no recommendation along these lines can be made.

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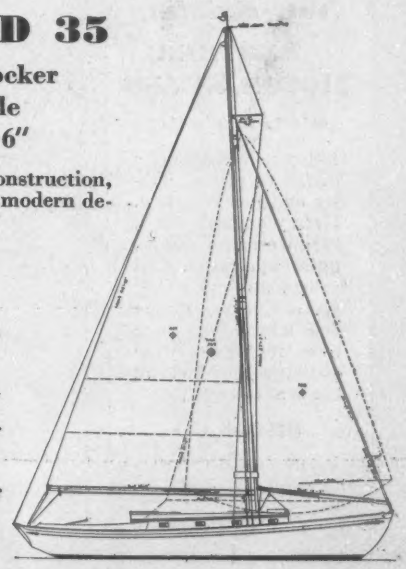
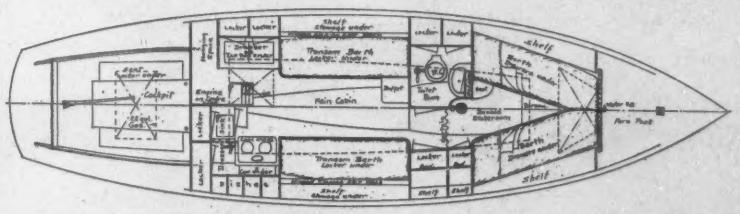
Monel Shaft, Goodrich Rubber Bearing
Copper (tin lined) Tanks
Double Stateroom forward
Main Cabin sleeping 2 or 4





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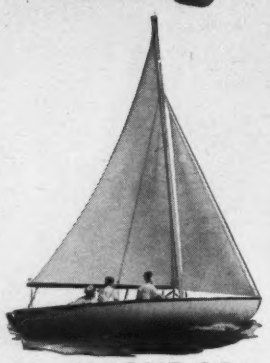

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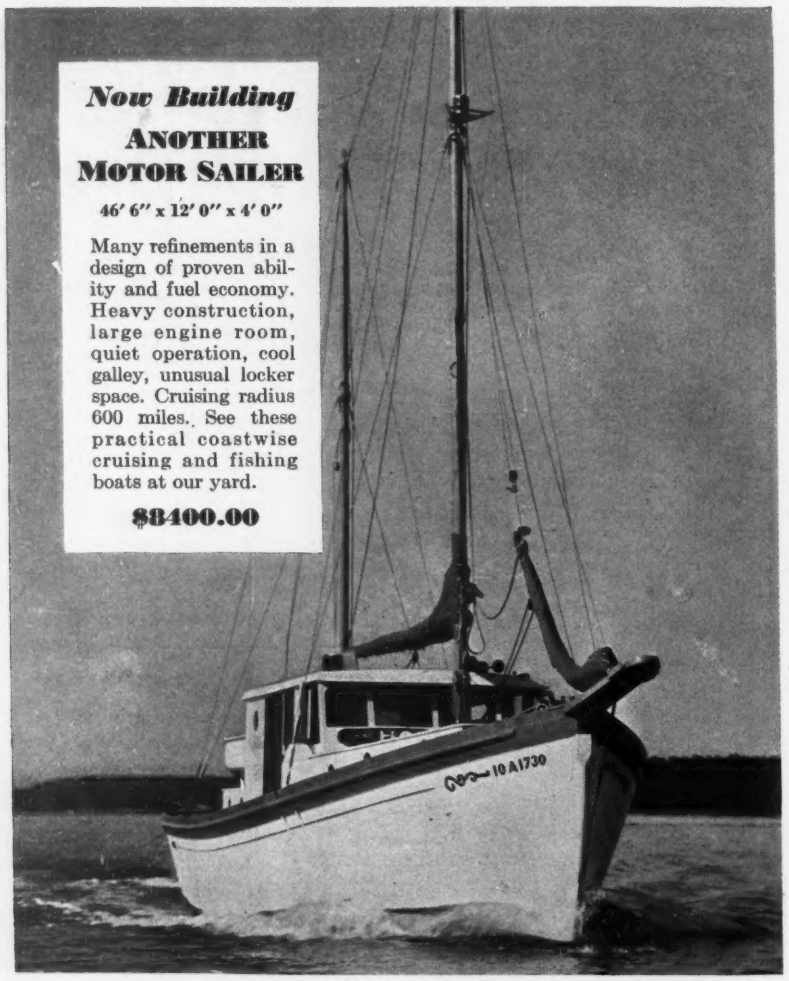

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RALPH H. WILEY
Naval Architect
OXFORD, MARYLAND

Under the Lee of the Longboat

(Continued from page 82)

boat, asking if he was in need of assistance. The reply came back, 'No thanks, I'm all right. Bound for St. Thomas.'" That's Harry, mildly amused that he should be thought in distress and at the same time appreciative of the interest taken in him by the captain of the steamer. As he has only just gotten around to writing of his second voyage around the world in *Islander* I feel I am stealing none of Harry's thunder in announcing that he is now pursuing his leisurely way home to Los Angeles.

The status of the 1939 Honolulu Race has been a source of perplexity to the lethargic East for a matter now of several months. First, it was authoritatively announced that after much study and consultation Santa Barbara had been permanently established as the starting point of the Transpacific grind. Hard upon the heels of this announcement came word that the San Francisco World's Fair had decided to sponsor a race as part of its sports program. With this news trembling in the wind, it looked like two conflicting races, one from Northern and one from Southern California, and a diminished fleet in each. But now it's all comprehensible. Santa Barbara has been temporarily disestablished as the starting place, and there will be only one race, starting from Treasure Island in San Francisco Bay.

Perhaps it's a good thing that 1939 is an off year for the race to Bermuda. If Grover Whalen, the president of New York's World's Fair, got the idea that it would be good publicity to start an ocean race from Flushing Bay, there'd be the devil to pay and no pitch hot.

I've been trying to say for three months that radio station WEEI, of Boston, did a bang-up job of predicting the New England hurricane, but exigencies of space have always cramped that laudable intention. E. P. Rideout, of that station, was on the air early and often on the day of the Big Wind, and kept his listeners well informed of the course of the approaching storm.

Cruising Hints for the West Indies

(Continued from page 56)

our good Bermuda water gave out. Raw milk is dangerous anywhere in the West Indies; we found powdered milk brought from the United States most satisfactory. Raw unpeeled vegetables, such as lettuce, must be avoided. As two members of our crew had dysentery seriously, and two or three others had a touch of it, I am all for taking precautions in these matters.

CLOTHING. One of our surprises was that we had no need for woolen clothes south of Bermuda, except for a thin sweater and, occasionally, a flannel coat and pants. Cotton shorts and shirt were our usual costume aboard; a linen or cotton drill or Palm Beach suit ashore. At the British islands, you can have "whites" made to order for around $8 a suit, and British flannels and tropical worsteds are quite cheap, except in Jamaica and Bermuda. For headwear, a Panama or a real pith helmet is best; it is courting sunstroke to go long without hat or shirt. My wife adds that silk clothing is no good, as it clings when hot. The West Indies ports are not yet shorts conscious; if you don't wish to be mistaken for someone off a cruising steamer, wear long pants and a coat ashore. For the same reason, avoid those white "golf caps" sold at steamboat barber shops and filling stations. Some of the rigs worn by our shoregoing compatriots, especially the women, start small riots!

The ordinary oilskins and rubber boots are a nuisance in the West Indies. Almost every day in December there were showers, and we soon got used to being soaked and drying off in fifteen minutes. There is no chill to be feared, as in the Mediterranean. For prolonged rains, I found a light oilskin hunting shirt with hood, made somewhere in Wisconsin and sold by Bean's, at Freeport, Maine, the very thing. It is loose enough to be cool, covers the stern, and lets no water in at the neck. You want sheets on your bunks, and one thin woolen blanket for the occasional cool night.

SHIP'S PAPERS AND REGULATIONS. Before leaving your last United States port, be provided with the following papers: the yacht's Enrollment or Registration, a Bill of Health, Clearance, Manifest (stating "no cargo, only ballast and broken stores"), and a Deratization Certificate, for which the U. S. Public Health authorities charge the modest fee of $10. Shipping Articles are a lot of trouble to obtain and I do not think that they are necessary for yachts carrying no professional crew, except to save an occasional passengers' head tax and to avoid the expense of passports. To obtain Shipping Articles, you have to line up the ship's company at the U. S. Shipping Commissioner's office in your home port, provide four passport photos each, and birth certificates for each per-

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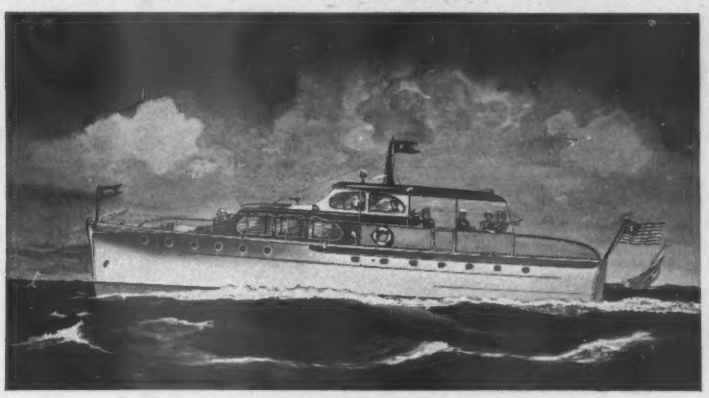

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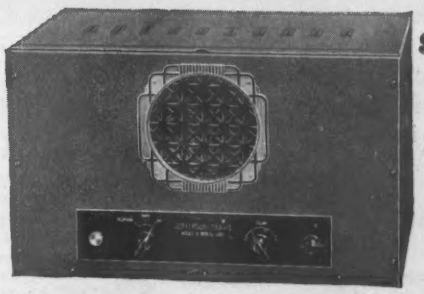

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son. Cooks and stewards also must take a perfunctory physical examination at the custom house. The Shipping Commissioner furnishes each member of the enrolled crew with a "continuous discharge book," which serves as his passport, and enters all the names on the "Articles." If you change crew *en route*, each change must be ratified at the nearest American consul's. An Alien Crew List in three copies is necessary to placate the immigration authorities upon reëntering a United States port such as San Juan or St. Thomas. You can obtain the blanks, and have the list certified, at any American consul's. The name of everyone aboard must be entered, even though none of them are aliens. This sounds funny and is, but there's a fine of $10 for every name you forget to enter.

We had no trouble with officials over regulations anywhere, but other yachtsmen have warned me to keep away from Cuba and Venezuela.

ENTERING HARBOR. If you want a pilot, hoist the international code signal "G." Better take any *official* pilot that comes out (flag displayed from boat); the charges are not high and, if you don't take him, the harbor master will probably make you change your anchorage. Unofficial pilots, dark-skinned Helpful Harries, should not be engaged and their volunteer directions should be ignored. In some places the official pilot is authorized to grant *pratique* which means quarantine clearance and permission to land. In any case, whether or not you take a pilot, you should, upon entering harbor, hoist the yellow flag "Q," which brings out the port doctor, in a skiff with the national flag, to grant *pratique*, and usually a customs officer as well. Receive them courteously, offer cigarettes, if you wish, and produce any ship's papers they wish to inspect. All old Bills of Health should be saved as some officials wish to see them for every port you have touched. Nobody is allowed to land until *pratique* is granted and "Q" lowered, except that, if nobody comes out to you within a reasonable time, the master may go ashore and rout somebody out. *Pratique* is generally granted gratis; but if you enter a British port on Sunday, 16s. or more is charged for it. There is also a charge for entering after dark, or 6:00 p.m. So, if you enter port in the evening, especially Sunday evening, and don't wish to pay for the privilege of going ashore right away, don't hoist "Q" until morning.

In every island, it is the law that a vessel must enter at a regular port of entry before proceeding to one of the smaller and often more attractive harbors and roadsteads that are not ports of entry. The *West Indies Pilot* will inform you which are the ports of entry. There seems to be no objection to anchoring for the night in a small port before entering at a large one, provided you do not go ashore.

Wherever there is an American consul, you should visit him first thing when you go ashore, deposit your enrollment or registration if he wants them (as insurance against "paying bills with the jib topsail"), and before leaving obtain from him a Bill of Health. This American consular Bill of Health is to show the authorities in the next United States port and does not take the place of the local Bill of Health to show at the next island of the same or different nationality. Clearances do not seem to be required anywhere for yachts, except in the French islands.

COURTESIES, ETC. The British West Indians have had rather a dose of Americans with lots of money and no manners and also of the mobs who go ashore from cruising steamships. Consequently, they are not inclined to be friendly unless you bring personal letters of introduction; in that case, they cannot do enough for you. But in almost every British port there are a few yachting enthusiasts who come out to look you over; if invited aboard, they return the courtesy in full measure and put you up at the local gentlemen's club. If you wish to meet the Governor or Administrator in the British Islands, call at Government House and inscribe your name in the visitors' book; this will probably be followed, after a certain interval, by an invitation to cocktails. There is no use in doing this unless you intend to spend several days. The visit to the American consul, however, should on no account be omitted; he is the man who will get you out of trouble — or jail.

Although not necessary, courtesy flags of the countries you are visiting are appreciated, especially in the smaller places. They may be hoisted either in place of the club burgee or at the starboard main spreader, when entering port, and made and lowered with the other colors.

MONEY. American money goes everywhere in the British West Indies at four shillings to the dollar, and is the only money used in the Dominican Republic; it is readily exchanged at the current rate in the French and Dutch ports. It is, therefore, hardly worth while to bring foreign currency with you. Have a good supply of small bills, as you are apt to be given change in bills of the local banks, which are mostly very ragged and no good outside that particular island. American Express checks, as well as letters of credit, must be cashed at the banks, so it is well to have money on hand in case you arrive on a Sunday or holiday.

(To be concluded)

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A Flexible Hull For the Stars

(Continued from page 83)

have to yield. I believe the machinery proposed is capable of overcoming rigidity by loosening fastenings. I think so because I have sailed inland lake scows which were nice and rigid in their youth but which, in their old age, with no artificial assistance whatever, would change their profile six or eight inches every time they smacked a wave and whose bows would heel forty degrees while the crew was holding the stern down to a heel of about twenty degrees. The downward thrust of the mast would flatten the deck and round the bottom to a degree which varied with the strength of the wind. All this did no harm if you had a pump.

However, for those who are not satisfied with the easy answer, I propose building the flexible Star's side and deck of narrow tongued and grooved planks. Each strake will have a butt somewhere, the end of one plank being tenoned into a mortise in the other. This will allow a slide trombone action in side and deck planking which will take care of everything. Bottom seams can, if necessary, be caulked with sponge rubber strips.

At first, the bilge-bulger will be operated by one crank and the keel-bender by another. Later, they can be synchronized and operated by the same twist of the wrist. I even dream of connecting the mast-flexer to the same source of power. A dial will then coördinate all adjustments to the prevailing wave length and wind speed and leave nothing to chance. Eventually, we shall have push button tuning.

NOTE: Since the birth of Mr. Turney's brain child, the officials of the Star Class have stiffened the measurement limitations to be applied to all future Stars. The new limitations will reduce the variations permitted in all Star hulls and will restrict the amount of bulging legally obtainable with Mr. Turney's bilge-bulger. They may also nip in the bud other machinations of his brilliant mind.

Briefly, the new limitations cut in half the variations allowed from the official Star plans of certain half-breadths, the athwartship contour, and the freeboard. The jib may be set flying, but a jibstay is obligatory, and the tack of the jib must always be fastened down on the center line. To limit both the draft and the roach of sails, a maximum limit has been placed on the measurement from a point half way up the luff to another point half way up the leech of the mainsail. Oversize jibs are restricted in a similar manner. For detailed information on the revised specifications, see recent issues of *Starlights*. [Editor.]

South Sea Stuff

(Continued from page 69)

considerably more comfortable, anyway, if you have someone along who knows the procedure. The charges are moderate for a small vessel. I have forgotten the exact amount but our entire bill, including the services of two negro line tenders, was somewhere around $25.

As we approached Gatun Locks from the Atlantic side, we were awed by the immensity of the lock structure. With the accompanying buildings, it seems, like the Great Wall of China, to ramble up and over the top of a large hill. There is a lock for eastbound traffic and one for westbound. A lock consists of three chambers, each 110 feet wide and 1000 feet long, and in these huge canyons, with their towering concrete walls and immense gates, little *Chiva* seemed almost lost. There are three lifts of about 30 feet each up to the level of Gatun Lake and, since each lift requires less than ten minutes, it can be seen how much water has to come in in a short time.

I had been much concerned because of the harrowing stories I had heard about small boats banging about against the lock walls when the water is turned on but, in this respect, I am afraid that some writers on the subject have allowed their imaginations to run away with them. We did *not* charge madly about from side to side, splintering bowsprit and booms and tearing the bitts out of the deck. We surged gently against the current which comes in like a fairly strong tide rip and, with four lines out, two on each side forward and aft, simply took up the slack as she rose and kept her in the middle. We were locked through with another larger vessel but I was informed that, had there been no other ship going through at the time, we would have gone ahead on schedule. In other words, the whole gigantic machinery of the Canal would have been put in operation for our little ship, regardless of size and tonnage. This gives one a feeling of considerable importance as, in fact, does all the treatment one receives from the Canal authorities. The procedure is the last word in efficiency and courtesy. They keep ships running through one after the other like express trains in the subway and even the smallest vessel is shown the utmost consideration. I had expected that, owing to our size and un-

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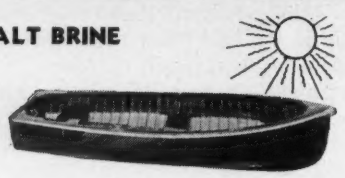

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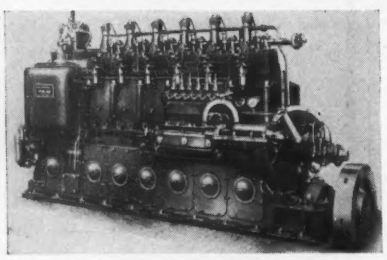

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importance, we would receive pretty abrupt treatment but it was not so at all; if I had been skipper of a crack liner, I could not have been treated with more courtesy.

In the middle chamber of Gatun Locks, our engine, which had shown unmistakable signs of weariness, finally folded up and simply refused to start. Here was an emergency that the Canal authorities had never had to cope with but, fortunately, we were able to help them. The wind being well aft, we got the foresail and jumbo on in a hurry and sailed merrily through, much to the amusement of the lock crew and the pilot who said it was the first sailing vessel that he had handled in 25 years.

At Balboa, on the Pacific side, we suffered a tedious and discouraging delay due to the engine breakdown. The oil cooler had cracked, salt water had gotten into the lubricating oil and gone through the whole engine right down to the main bearings. It was a mess and no mistake. Piece by piece, the engine had to be taken apart and sent ashore to the Canal shops for repairs. To facilitate this procedure, we lay for several weeks alongside a steamship dock in the dirtiest harbor that I have ever seen with a 20-foot rise and fall of tide. Our topsides soon became a hopeless, oily, greasy mess and the constant wash from passing steamers made it necessary to have someone constantly on watch to tend lines and fenders. In spite of our care, we lost sizable patches of paint, both above and below the water line. The Canal has excellent shop facilities. They are equipped to do anything almost, up to building a battleship, but charge plenty for their services; $2.50 per hour per mechanic is the minimum.

Toward the end of January, we finally got the engine together and going again. The breakdown had cost us about a month's delay and a considerable amount of money and we were downright glad to see the last of Panama and be on our way. Contrary to all expectations, we picked up a strong northerly breeze which took us out of the Gulf of Panama in record time. With squaresail and raffee set and no sea running, we made excellent progress, logging between seven and eight knots steadily for the first two days. After rounding Cape Mala, where a course of about SW was set for Galapagos, we found ourselves in the Trades once more, blowing, however, with somewhat diminished force. The wind gradually died as we worked south and we ran into an area of light, shifting airs and heavy rain squalls — a prelude to the belt of everlasting calms which surrounds the Galapagos.

Never have I seen rain come down so steadily nor in such volume. Fortunately, it was warm and with this abundance of fresh water we indulged in an orgy of shaving, bathing and washing of clothes. During one particularly heavy downpour, we caught over 100 gallons in less than an hour by an awning rigged up to catch the drip from the mainsail, thereby replacing every drop we had used since leaving Panama. Up to this point, we had been most careful of the water supply as we knew it would be impossible to get water in Galapagos and we still had ahead of us the long 3000-mile run across the Pacific.

After seven or eight days, the rains gradually ceased and, with them, all signs of wind. Likewise, what little swell there had been soon disappeared and we found ourselves on a sea as flat and smooth as an inland lake. We served cocktails and dinner on deck and lounged about in the evening, playing the victrola. So devoid of motion was the ship that, after dark, it was hard to believe that we were not at anchor in some quiet Long Island Sound harbor on a summer night instead of being many hundreds of miles offshore.

Much has been written about the Galapagos Islands and most writers agree as to the unattractiveness of the group. Interesting to scientists and collectors, they have little to offer the casual visitor. They were at one time known as the "Encantadas" or enchanted isles; enchanted, I presume, being used in the sense of bewitched, for bewitched they certainly are. Long before we reached the islands, we felt the influence of their eery atmosphere. At the end of each day we lay becalmed and motionless and, as the flaming copper sun sank beneath a sea like molten glass, we looked and felt like "a painted ship upon a painted ocean." After dark, queer, ghost-like white birds would fly silently in and out of the glare of our running lights and mysterious puffing, blowing, sighing noises close aboard told us of the presence of strange inhabitants of the sea — porpoises, whales, we knew not what. As we gazed silent and fascinated over the side into the black but faintly luminous depths, great, darting streaks of greenish phosphorescence many fathoms down outlined the progress of some huge fish. Once, a great creature, bathed in fire and churning up a wake like a torpedo, came straight for us, swerving just in time to dive under the keel and appear stealthily on the other side a moment later. It was a fit setting for "The Ancient Mariner" and I got out Coleridge's old poem and read it with more enjoyment than ever before.

Our progress under power was, naturally, slow and was retarded even more by the Humboldt Current which sets to the north and west around the Galapagos at the rate of about 30 miles a day. Navi-

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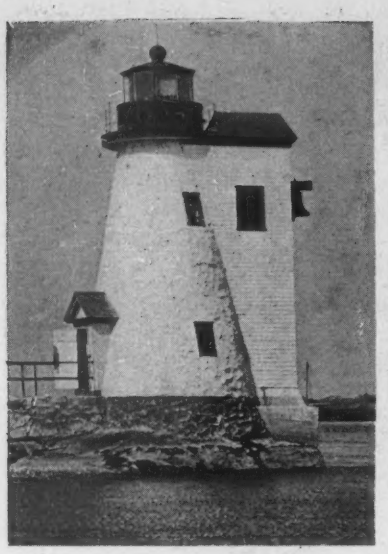

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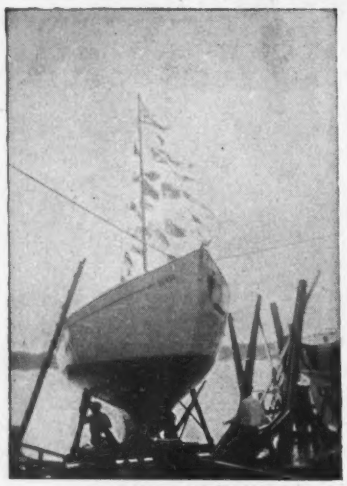

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gation became difficult and discouraging and for several days I could get no sights which checked with the dead reckoning or anything else. Twice I recall reading the log in the early morning and announcing at breakfast that we had crossed the Equator during the night, only to find from my noon sight that we had been put back again a few miles into north latitude. For days, it seemed, we remained in the same place, about a hundred miles northeast of the islands, without making any appreciable progress. At last, however, a fitful southerly breeze came up and, setting every stitch of canvas that would draw, we finally made the landfall on San Cristobal late in the afternoon of February 18th. Nineteen days it had taken us to do 950 miles; a pretty discouraging run.

In spite of all that we had read and heard and imagined of the unpleasant and sinister history of the Galapagos, we were not prepared for the scene of utter desolation which presented itself as we coasted along San Cristobal in the early morning light of the following day. Volcanic in origin and composed of dirty, brownish, black rock, they present as bleak, barren and forbidding an appearance as one can imagine. Stretching for miles without sign of vegetation, the huge craters and fantastic lava formations appear as though they had suddenly been arrested in the act of boiling.

Being on the Equator, the Encantadas know no change of season and are parched by an everlasting drought under a torrid sky. The especial curse of the islands is their lack of fresh water and it is said that one always arrives thirsty at the Galapagos and leaves the same way, if he leaves at all. Surrounded by a belt of seemingly perpetual calms, they lie under a pall of deathlike silence and a ghostly atmosphere which quickly gets on one's nerves. Seeing the islands once is an interesting experience but not one that most people would care to repeat.

Our plans called for arrival in New Guinea, if possible, some three or four months before the season of the Northwest Monsoon which begins in November. The long delay in Panama had put us far behind schedule and, as we still had many stops to make at various islands in the Pacific, we were anxious to push on. Furthermore, a large portion of our fuel oil had been exhausted in getting to Galapagos and we wanted to get away from the belt of calms and into the region of the Southeast Trades as quickly as possible. Accordingly, we spent only a short time there; two or three days at Wreck Bay, on San Cristobal Island, and an afternoon and night at Post Office Bay, on Floriana. Neither one has much to offer. On San Cristobal is the only settlement in the group; Progresso, it is called, a little cluster of frame shacks about five miles inland over a hot, dusty, uphill road leading through a wretched country of lava boulders, scrubby, dwarfed trees and cactus. Wreck Bay itself is a rather pretty harbor but completely exposed to the open sea on one side. However, as there seems to be little swell and never any wind, this makes no difference. Only a few people live on the bay because of the shortage of fresh water and the only attraction of the place is a good beach for swimming which we used freely as there appeared to be no sharks. Strangely enough, we saw only a few while we were in the group.

Floriana is even more desolate than San Cristobal; it is a solitary island 20 or 30 miles long with one lone family on it. As we came to anchor in Post Office Bay, we spied a small frame house on the beach but no sign of any living thing. Ashore, we located the post office barrel without difficulty. In it was a visitors' book left by the *Yankee* in December, 1936, with a list of her crew and several entries by passengers of the *Stella Polaris* which had passed through a short time before. I left a few letters which were subsequently picked up by some passing vessel, mailed in Panama and eventually delivered in the United States.

We had planned a stop at Tagus Cove, on Albemarle, the largest island of the Galapagos but, as we neared the coast after an all night run under power, it was apparent that something had to be done about the fuel oil situation. Close figuring showed that we had only about a 35-hour supply left, with Tagus Cove still a full day's run away. The question was, if we used almost the last of our fuel to get to Tagus, how would we ever get away again? In the everlasting calm we might have to wait weeks for a breeze. There semed to be only one answer and that was to abandon any further stops in the Galapagos, strike out to the southwest and hope to heaven that we would pick up the Trades. We had practically a full supply of water and there was no reason why we should not start. I remarked at the time, however, that probably no group of yachtsmen had ever begun a 3000-mile voyage more casually than we did that morning of February 25th. One moment we were bound for Tagus Cove, only 24 hours away, and the next, with the ship headed about a point and a half further to the southward, we were off on one of the longest stretches of the Pacific. We said goodbye to the Galapagos without regret and with much the same feeling that one has upon awakening from a bad nightmare.

We ran off to the southwest until noon; then decided to shut off the

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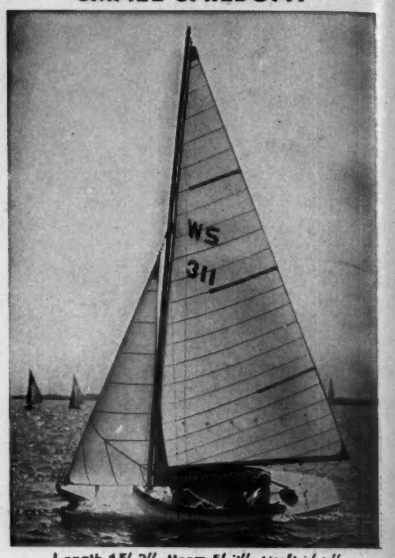

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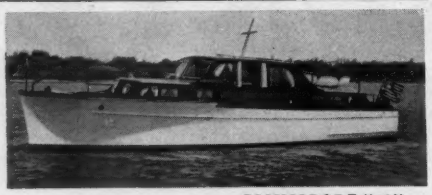

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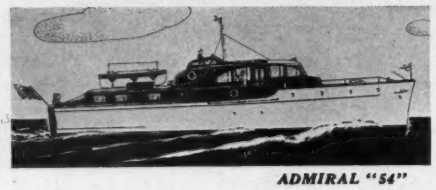

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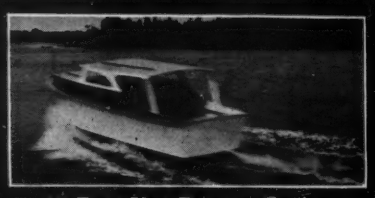

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power for good and wait for something to happen. This proved later to be the correct move but, in the flat, oily, glassy calm, there was no indication that we had just ahead some gorgeous days of sailing.

We tried to kill time by fishing, hopefully assuring one another that something was bound to happen soon, but the reluctant hours of the long afternoon dragged endlessly. Suddenly, toward sunset, a faint stirring of the air; a little puff, true out of the southeast. Cool it felt; alive and refreshing after the blistering day. The Trades at last! Down awning! Up mainsail, fisherman, squaresail and raffee! We worked with the enthusiasm of a Bermuda Race crew going over the starting line and soon we were moving — moving westward over the broad Pacific, dead on our course for the Marquesas, 3000 miles away.

(*To be Continued*)

The Outlook for This Year's Racing

(Continued from page 70)

next Labor Day. Perhaps some of our 1938 Gold Cup beauties will actually run in 1939 and we shall see that long-awaited miracle, four or five boats going like hell for ninety miles. Again hope springs eternal.

Harry A. Miller says that he is fed up with building Gold Cup engines only to have them mishandled and turned into failures by other people. He is out with a new plan to build a 750-pound supercharged 8-cylinder-in-line Gold Cup engine of 726.5 cubic inches and to sell it only with service (including that during the race) and a guarantee for two years with renewal of service and a guarantee for a third year.

Meanwhile, there is an international tangle in the rules covering the 12-Litre championship proposed by Count Rossi and won by him last year. This very worth while contest is based on points won in two races in Italy and France and the Gold Cup and President's Cup here. The rules for it were approved by the International Motor Yachting Union after ratification by France, Italy and the United States. Maurice Pauwaert, the able Union secretary, has written me about it as follows:

"Many thanks for your letter of 25th Oct. with the good news announcing no changes in 225 c.i. and the 12-Litres rules. I am going to translate your letter and pass the news to all countries concerned.

"There is a lot of trouble about the 12-Litre world championship. France and Germany also want to enter boats and we fully realize that your people would be delighted to see such men as Maurice Vasseur turn up with boats for the Gold Cup and the President's Cup, but we have arrived at a false situation, which you will easily understand.

"Three years ago our Union, which governs all international racing in 23 countries except the Gold Cup and President's Cup races, decided to drop the Litre classes and we adopted the Kilo classes, which were more in keeping with the modern trend. Our best drivers built new boats to the new rules and now they find they cannot compete with them in the most important events of the year, *i.e.*, the Championship of the World for 12-Litres.

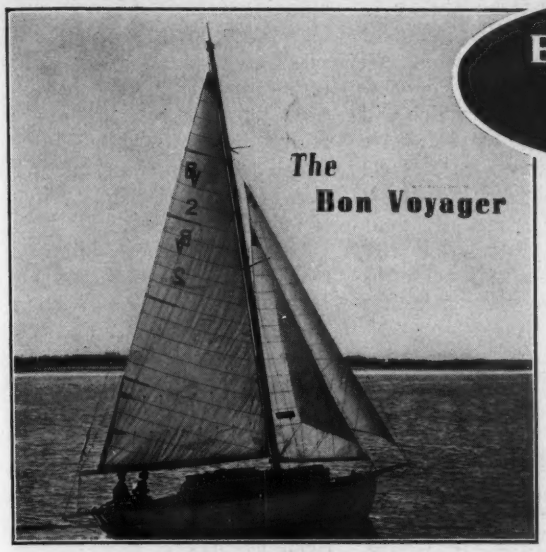
"It is no use for them to go with their boats to the States, which is of course a great pity, but this is not all. When at Venice or at Geneva, as was the case this year, a race is staged for the 12-Litre World Championship, they cannot compete, and this they resent very much. Take, for instance, M. Vasseur, who built a splendid and very fast 1200 kgs. boat, which class superseded the old 12-Litres. This boat is as fast as Count Rossi's *Alagi* but the motor has a cylinder volume of only 8 litres (about 450 c.i.) while your rules allow only boats from 600 to 732 cubic inches in the Gold Cup and President's Cup races and hence in the 12-Litre world championships.

"You will see the position. M. Vasseur is easily the best French driver, who would be delighted to take his boat to the States, and race at Detroit and Washington, but he is prevented from doing so by the American Contest Board.

"Arthur Bray, too, took exception to the rules and maintained that the title of World Championship could not be given to a race which could not be organized by any country and he strongly objected to the rules being under the proprietorship of three countries only. At his request, it was decided to alter rule No. 7, and it is now permissible for any affiliated country to make suggestions with a year's notice which will then be submitted to your Contest Board.

"To put the whole thing in a nutshell, this big international race is controlled by the American Contest Board.

"I want you to clearly understand that, far from having any objection to the state of affairs, the Union has only one aim and it is to encourage international racing and more specially with the best American drivers. In his speech the President paid a special tribute to Mr. and Mrs. Rutherfurd and to Mr. Mortimer Auerbach, as well as to Count Rossi, which means that the Union fully appreciates the splendid work



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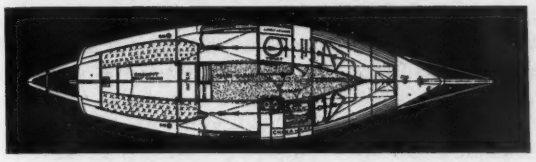

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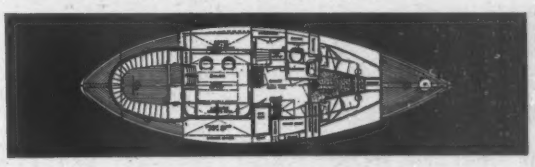

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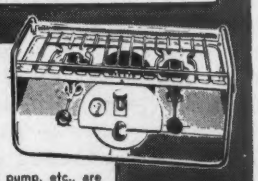

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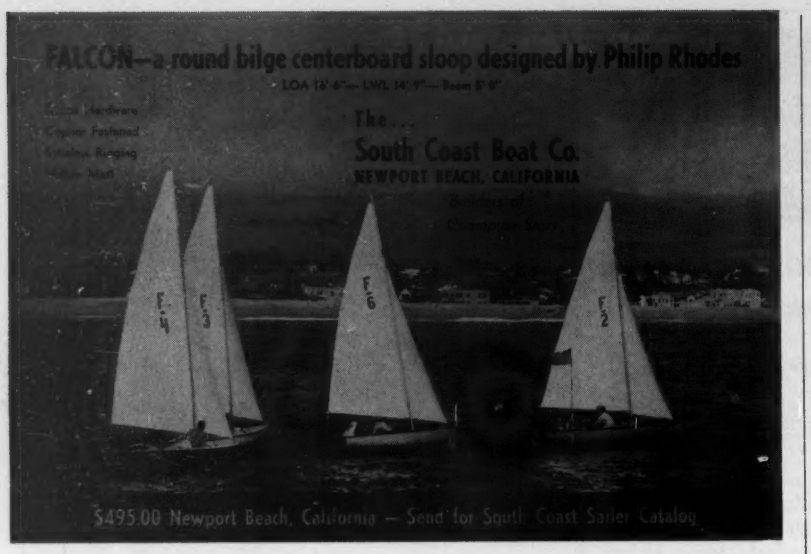
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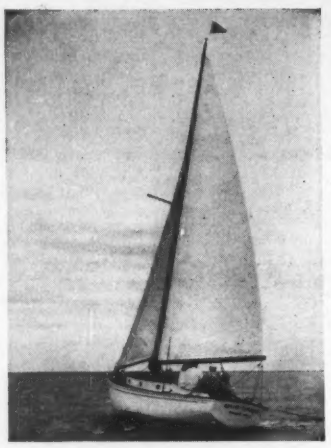

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done by these pioneers, and it is our intention to help them always to the best of our ability, but the point is this: if we want international racing to prosper, we must somehow or other find a new rule which will enable the best men of the States and Europe to meet on a level ground, and my object in writing is to ask you that whenever your people make any alteration in any of the existing international races they shall not do so without getting in touch with the Union.

"I will give you another example. Three years ago the Union adopted the 4-Litre class which corresponds with your 225 c.i. This was done at the request of the United States and as a token of good will and friendship toward the States.

"Therefore our rules were copied bodily from yours and, as you know, several boats were built to the American rules. We now find that you have created a new class of 225 c.i. with motors costing no more than $400. This idea may be very sound, but at the same time we think it is a great pity you did not place the matter before the Union.

"For 1939, the situation is quite clear: France will probably ask you if you will accept M. Vasseur's boat in the contest for the President's Cup and Germany may even ask you to accept a smaller cylinder volume. We hope you will see your way to examine these requests as soon as they come through, and if you accept these propositions we will certainly get some fine sport.

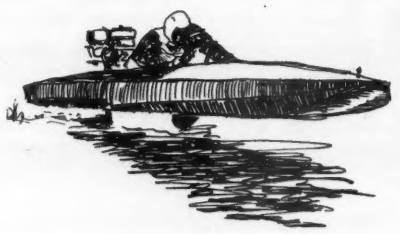
"But we must look forward to future years, and if we want really international racing with more than one or two foreign boats we must study the unification of rules from now onward."

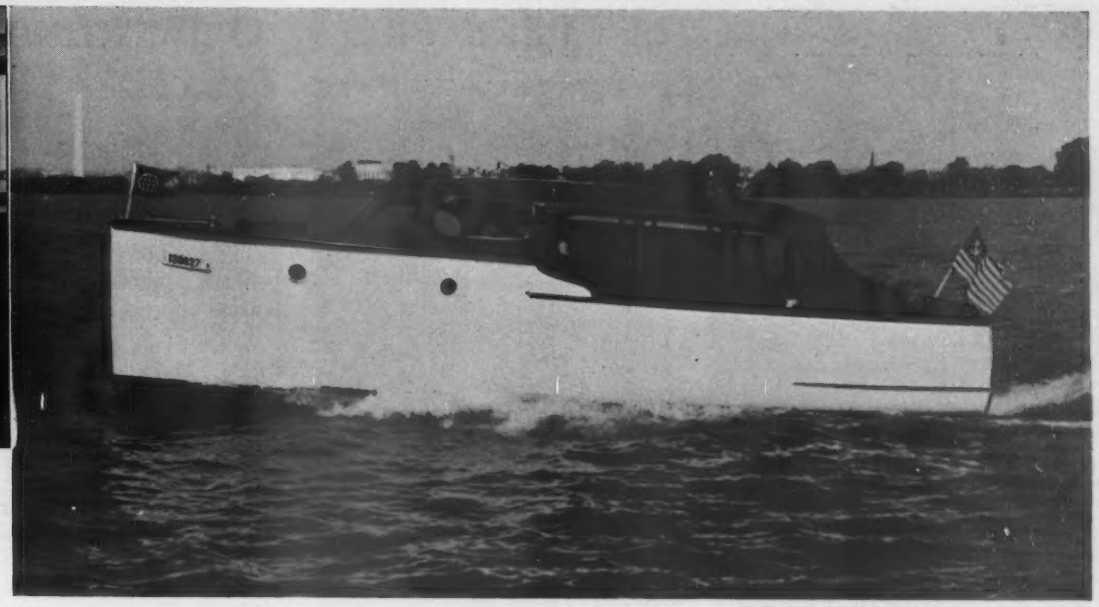
The answer to the 12-Litre part of this problem is a simple one — to change the requirements for the Gold Cup and President's Cup from the present engine displacements to the mere boat weight classification of 1200 kilograms (2640 pounds). This, however, the Gold Cup owners have been unwilling to do. Our boats are not even weighed now. Such a controversial matter as this would doubtless have to go over until the Gold Cup Contest Board meeting next October. A temporary solution in the interest of better races would be a mail vote allowing the one or two European 1200-kilogram boats to participate in the 1939 events.

The Union's fears concerning the splitting of the 225 Class are groundless; the A.P.B.A. simply has recognized, as a separate class, a number of inexpensive "225" boats with $400 engines which have been racing in the Middle West and which are not intended for competition in the regular 225 or International 4-Litre Class.

One of the best international races of the year should be the Duke of York Trophy event in England to which we and Canada should be able to send complete teams of 4-Litre boats. The fuel allowance has been increased to 2.2 pints of fuel for each mile so that each boat will be given 8¼ imperial gallons in her empty tank for each of the three 30-mile nautical heats. Each country is now allowed to enter five boats. The winner will be the individual boat, not the entire team, no passenger or added weight need be carried and the weight restriction has been removed so that 800- and 1200-kilo boats may compete if they can go 30 miles on so little fuel. The race will probably be held at Torquay again, June 22nd to 24th.

And now we all have a nice new motor boat record to shoot at — and no boats with which to do the shooting. The good Guido Cattaneo, who brought Count Rossi's second boat, *Aradam*, over here in 1937 and was entirely luckless with her, has gone out on an Italian lake with a new boat built by Baglietto Bros. in the 800-kilogram class, weighing less than 1781 pounds equipped with the 6-cylinder supercharged Isotta motor from *Aradam* of something less than 12 litres but developing about 500 horse power, and has established a one-mile average of 93.3 miles per hour. That is a performance worthy of the heartiest congratulations. It looks to me as if the keenest racing in Europe next year will be in the 800-kilogram class with Cattaneo, Vasseur, Ettore Bugatti and Piquerez providing some stirring competition. And Cattaneo himself may now be allowed to start the preparation of a boat with one of the 24-cylinder Schneider Cup Fiat engines with which to go after Sir Malcolm Campbell's record. In other words, 1939 already looms large over there but, unfortunately, we have no 800-kilogram boats and, in the present temper of our drivers, especially in the Gold Cup Class, we probably never shall have any.





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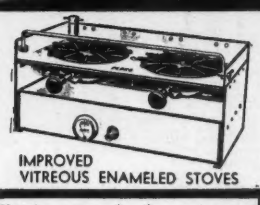
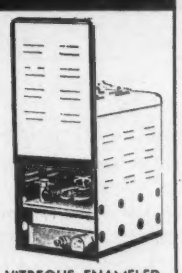


IMPROVED VITREOUS ENAMELED STOVES



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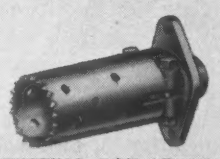
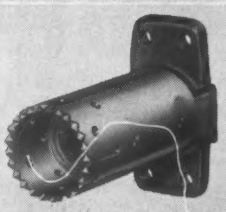
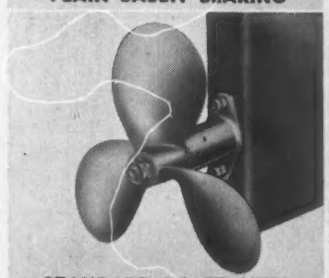


STUFFING BOX BEARING FOR SMALL SHAFTS



FLAX, CUTLESS RUBBER OR PLAIN BABBIT BEARING



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a HARRIS Propeller Shaft and Bearing Protector

The saw teeth on the end of the Protector cut a rope the minute it fouls the propeller.

No need to go over the side to free it; no more burned out bearings or sprung shafts from fouled ropes.

Made in standard sizes for all stern bearings; also for strut bearings from special designs.

Write for descriptive circular to

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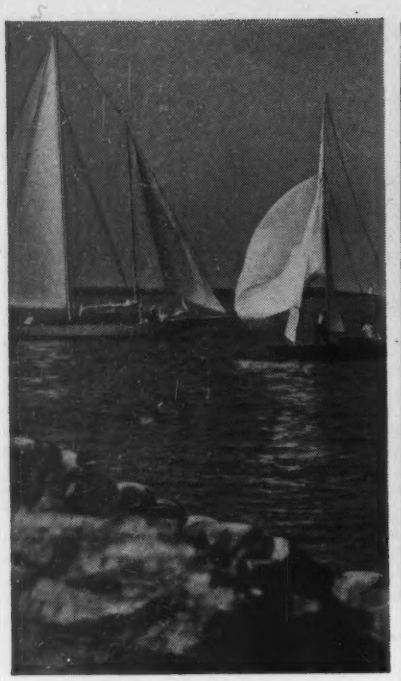

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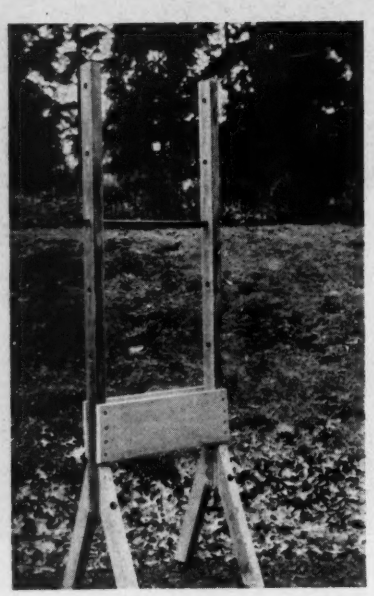
LETTERS FROM OUR READERS



This neat home-made jack for supporting a stage plank may save its builder from a painful and dangerous tumble

Jacks For Staging

Editor, YACHTING:

THE photograph shows the simple way a friend of mine solved the staging jack problem when working in close quarters among stored boats. These jacks are strong and easily shifted yet they are not heavy or bulky.

Two by three stock is heavy enough for uprights and legs. The legs must be well fitted and through bolted to withstand the weight of several persons and the inevitable working from uneven footing. I know from experience the nasty fall one receives from poorly constructed jacks. The uprights are 5 feet long. The top hole is 3 inches down and the others are 9 inches apart. These must be drilled accurately to insure alignment for the pipe when set up. An angle of 65° gives a firm base. Each leg measures 22″ on the outside face and 14¾″ inside. For those without protractors, the face of the long cut measures 6¾″. Three-quarter-inch pipe will carry the weight of several men. Be certain that they are a few inches longer than necessary to avoid the ends working out of the uprights. Two feet makes a handy width, especially so in crowded yards where room is at a premium.

The tops of the jacks should be padded against possible digs in bottom or topsides.

R. CUTLER LOW
Quincy, Mass.

A Flag Locker

Editor, YACHTING:

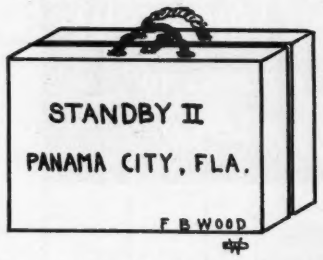
A FLAG LOCKER for forty-eight signal flags may be made inexpensively and easily from two discarded Coca Cola crates.

The crates are cleaned and sanded, then either painted by hand or sprayed with an automobile paint spray at a local shop, to match the color scheme of the boat. The flag numbers and letters are lettered on each partition in a color which contrasts enough with the ground color to show up clearly.

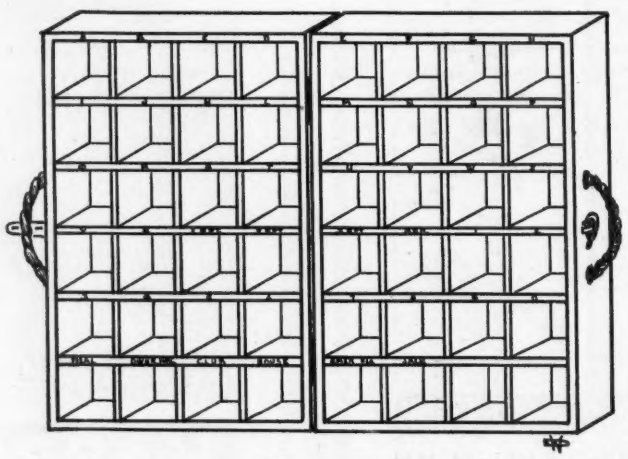
The crates are hinged together on one side so that they open out flat or close neatly, face to face. Carrying handles of rope are knotted through holes on the long side of each crate and a small hasp and jib snap is used to fasten the crates, so that the locker may be carried like a suitcase.

The name of the yacht is painted across the flat side of the locker.

FRANK B. WOOD
BETTY WOOD MCNABB
Albany, Ga.

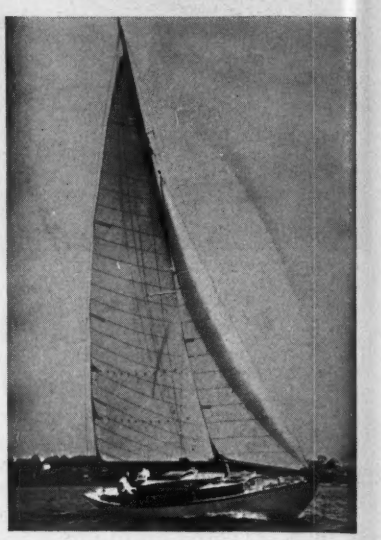


When closed, this signal locker, with the yacht's name painted on it, resembles a good-sized suitcase



The portable locker as it opens up. There are 48 pigeon holes which will accommodate the International code flags, repeaters and all, private signal, club burgee, meal pennant, ensign, Jack, etc., each one instantly accessible

YACHT SAILS
DIRECT FROM OUR LOOMS TO YOUR BOAT
by McCLELLAN



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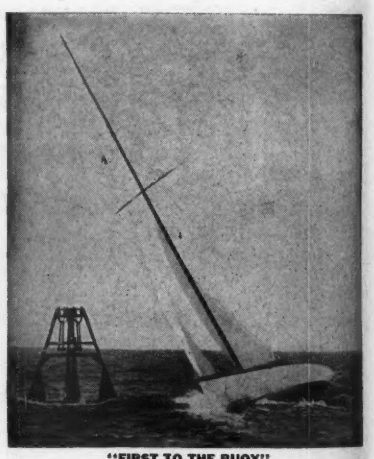

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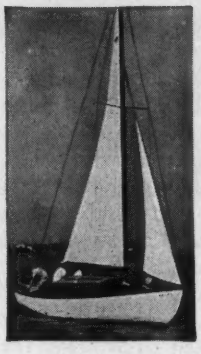

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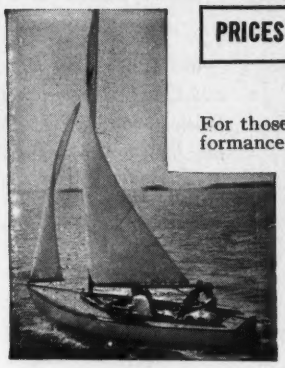
Price $995 F. O. B.

16½-Foot Lapstrake Winabout

Features streamlined mast and boom for greater strength, removable floor boards, reinforced transom for outboard motor, copper fastenings, sails by noted racing sailmakers, lapstrake planking over oak frames. Length 16⅓′, beam 5′ 9″, draft 6″, mast 25′ (selected clear spruce), and adjustable metal centerboard.

Price $369 F. O. B.



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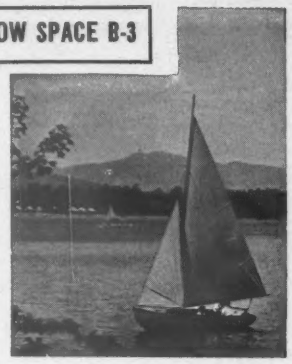
18½-Foot Winabout

For those who want luxurious roominess, racing performance, and ample seating capacity for eight or more, we recommend our 18′ Winabout. Safety was not overlooked in adapting this boat to family use and class competition. Extremely seaworthy. Sail area approximately 200 sq. feet, stern locker, sliding backstays, etc., etc. Finest fittings, salt water equipped. Length overall 18′ 4″, waterline 15′ 9″, extreme beam 6′ 5″, draft 12″, board up.

Price $525 F. O. B.



17¼-Foot Smooth-Planked Winabout

This boat is similar to our 17′ lapstrake model, but is offered for the man who requires a smooth planked hull. Airplane rigging, turnbuckles, spreaders and lower shrouds, inside finish two-tone green, topsides semi-gloss white; bottom anti-foul green. Halyards and sheets best manila. Semi-Genoa jib. Length 17′ 3″, beam 5′ 11″, freeboard 20″.

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Your Synchro-Lock has contributed more to my personal enjoyment of boating this summer than any factor other than the boat itself.

Unfortunately I am one of those people highly sensitive to inharmonious motors and usually fiddling with controls to bring 'em together.

Now that is all over. Once they are together and the Synchro functioning I am conscious only of a steady hum as of one engine.

Everyone on the boat is pleased and particularly our Captain who can turn in a smoother performance and no longer has me and the guests on his mind.

It was a perfect buy. It does all you claim for it and gives a bigger return in real results than anything I have ever bought for the boat.

Very truly yours,

CHAS. J. MCMANUS
Chatham, Mass.

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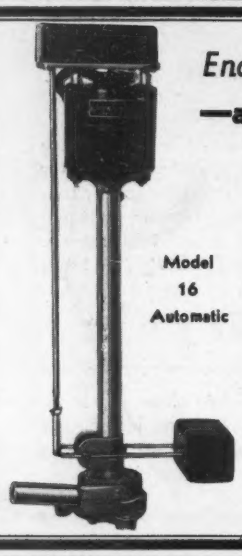

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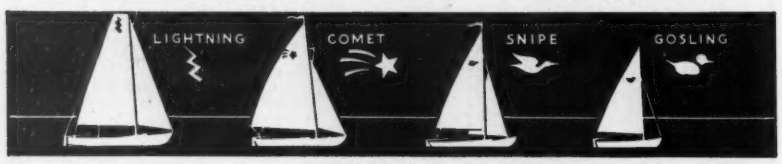

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A Cruising Whaleboat with Modern Rig

THE unusual cutter pictured here is the *Amalasonta*, recently built by Palmer Scott & Company, of New Bedford, Mass., to meet the requirements of a resident of Nonquit. She was developed from the lines of the old New Bedford whaleboat and her builder describes her as the most interesting and amazing boat he has ever been associated with.

Her owner desired an extremely seaworthy, fast and easily handled boat, with reasonably liberal accommodations at not too high a cost. *Amalasonta's* dimensions are: 43′ 6″ over all, 39′ on the water line, 8′ 4″ beam and 5′ draft. Her outside ballast consists of 3000 pounds of lead. Keel, frames and floors are of oak, planking is native cedar, and fastenings are of Everdur and Tobin bronze. The spars are hollow and of spruce. She has 338 square feet in her mainsail and 160 square feet in her jib, a total sail area of 498 feet. A 5 to 10 hp. Universal motor, driving a feathering wheel, provides a speed of about 6 knots.

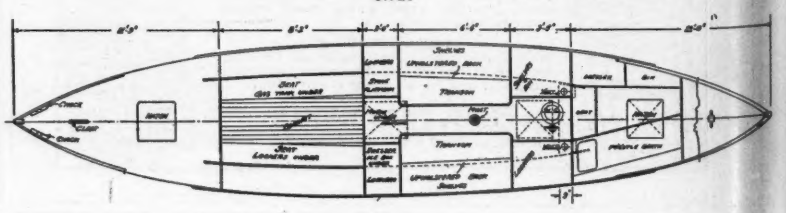
Amalasonta was launched on October 13th and has been thoroughly tried out during the past fall. In light airs she ghosts along remarkably well and has done seven knots on the wind with a good breeze and a fair sized Buzzard's Bay chop. Off the wind, with one reef down and a small jib, she has reached at 9½ knots by an accurately calibrated Kenyon log. Owing to her long lines and beautiful run, she drags no stern wave at any speed.

One of the most attractive features of this cutter from the day sailing angle is the tremendous amount of space in her cockpit and on the after deck. The cockpit is over eight feet long and has deep, comfortable seats. The after deck has room to carry one of the popular little pram tenders in a position entirely clear of the main sheet. Sail can be handled on this tall, simple rig by one man or, at most, by "a man and a boy."

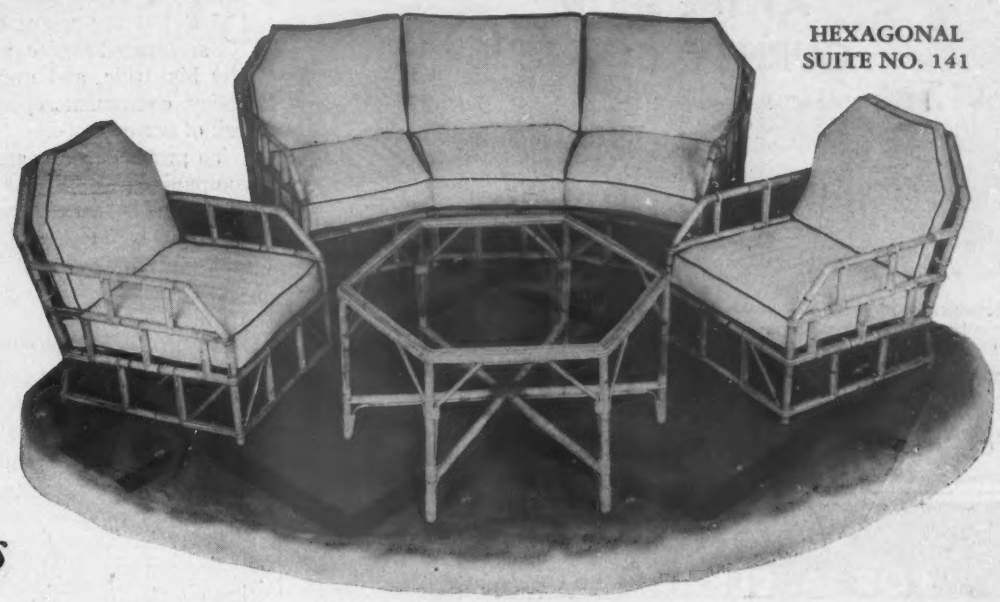
"Amalasonta" was launched in mid-October from the yard of Palmer Scott, in New Bedford. Her lines approximate those of the New Bedford whaleboats

A tall, narrow rig gives her easily driven hull a speed of over 9 knots. Under power a little 10 horsepower Universal pushes her at about 6 knots

Accommodations for three are provided, with plenty of stowage space in the long ends



Distinctive Yacht Furniture



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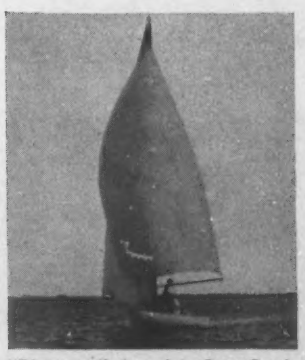
"Trilby II", Star Class. Mr. Robert K. Laughlin says: "Your sails cannot be beat in any breeze up to 12 miles."



"Phantom", Interclub, Great South Bay. Mr. William M. Sullivan says: "Your parachute spinnaker won the championship for us."

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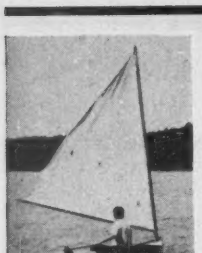
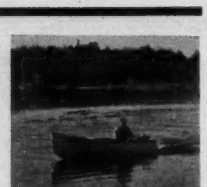
50 Warren Street, New York, N. Y.



AT THE SHOW
GURNEY BOATS



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DURING the recent hurricane, equipment belonging to many yachts, and stored ashore, was damaged by water as a result of the exceptionally high tide, and under a strict interpretation of a marine insurance policy, equipment separated from the yacht itself is covered against the risk of fire only.

To protect owners against such a contingency in the future, insurance companies are willing to extend that part of the policy covering equipment stored on shore, to include, in addition to fire, the perils of windstorm and rising waters, at an additional premium at the rate of ⅕ per cent, calculated on the insured value.

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Northill Distributing Covic Diesels

NATIONAL distribution for Covic Diesel engines is being rapidly completed by the Northill Company, Inc., Los Angeles manufacturers. Regional managers for the Covic Diesel division of the Northill Company have been named in several territories. R. K. Johnson and David Bennett will make headquarters at 90 Pine Street, New York City, and jointly handle the Atlantic Coast north of Norfolk, Va. J. E. Oliphant will work from Marion, Ohio, to serve Ohio, Kentucky, Tennessee and West Virginia. Louis Swenson will have headquarters in Chicago for the territory from that city to St. Louis.

Distributors named for the New England and North Atlantic territories include Warren Norge Company, Inc., of New York City; Banthin Body Company, Inc., Bridgeport, Conn.; Larson Marine Company, Boston, Mass.; Bazzaro Engineering Company, Washington, D. C., and Sol Brancato & George Levine, New Haven, Conn. Announcement of distributors for Midwest territories and Southern states will follow meetings in those districts.

Deliveries of the American engine are now being made to these distributors from the Northill factory. Marine types include hand starting and complete electrical models for main power in boats up to 35-feet, auxiliaries in 50-foot sailboats and generating sets.

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New Philadelphia Dealer for Federal-Mogul

THE Marine Equipment & Supply Company, well-known Philadelphia firm, has recently been appointed distributor for Federal-Mogul Equi-Poise and Tru-Pitch propellers, serving most of Eastern Pennsylvania, Delaware, Maryland, and Southern New Jersey.

Complete stocks will be carried to facilitate prompt service, and a propeller reconditioning service under C. A. Troth is being provided.

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New Chart of Cape May Harbor

THE U. S. Coast and Geodetic Survey has recently announced the publication of a chart (No. 234) of Cape May Harbor, N. J. This shows amendments to the topography over the entire chart and a complete revision of the depths from recent surveys.

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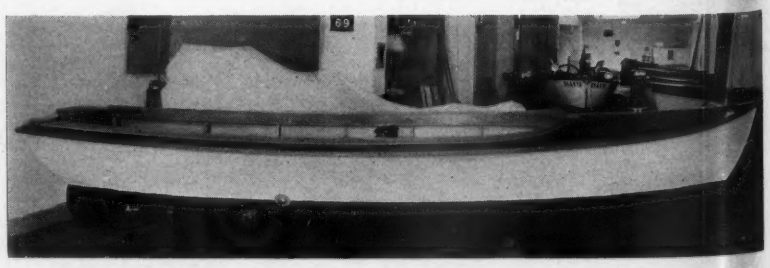
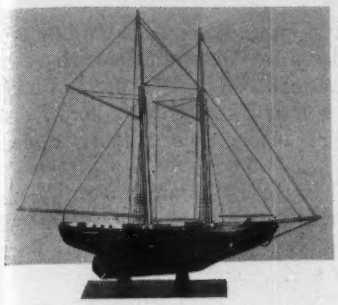
Miami Holds Boat Show This Month

THE Third Annual Miami Motorboat Show will be held January 15th to 21st, on the site of the old Ford Motor Company exhibit. This show will compare in size with many of the other boat shows held throughout the country. There will be displays of Matthews, Chris-Craft, Elco and Wheeler cruisers, Prigg boats, and others. Most of the marine accessory firms located in Miami will be represented.

The Matthews Company, of Port Clinton, Ohio, which has maintained a factory branch office in Miami for the past eight years, will have on display one of their new 34-foot Sedans, a new smaller model just introduced for 1939.



A 16-foot clinker built dory powered with a 3½ horsepower Wisconsin engine which makes 8 miles per hour and is built by Boardman and Flower of San Francisco



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—everything but barnacles and a sea breeze!

Dry-dock this trim Gloucester schooner on your mantle or desk and you will almost smell the salty tang of the open sea in your nostrils. She's a true full model of the famous "Gertrude Thebaud," complete with hatches, deck houses, anchor, rigging, rudder and dories.

7½ inches at the waterline, 14 inches overall, her spars are realistically varnished; her hull is glossy black, with red bottom. She rests safely on a base of hand-rubbed New England rock maple

Handmade in the old boat-building section of northeastern Massachusetts, she comes to you completely assembled, individually cartoned. Send along $5. (that's all), and we will send you postpaid one of these amazing models, checked against its original at the fish-fragrant wharves of Gloucester as sea-wrinkled tars gaped in wide-eyed delight. Your good friend the sea never gave you so much for $5 before.

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Dept. H BRADFORD, MASS.

THE KOHINOOR

L.O.A. 15' 3" Beam 6' 0" Draft 0'6½" 4'6" C'Board 115 lb. Sail Area 160

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A safe family boat, yet extremely fast and able for one-design racing. Used by boys camps extensively. A proven design, of 4 years standing with a top-notch record.

write for particulars

WRIGHT-BUILT BOAT CO. DUNDEE, N. Y.
WRIGHT-BUILT means BUILT RIGHT

New Vinyard "Victory 40 Sedan" Announced

NEWEST addition to the line of fine power cruisers built by Vinyard Shipbuilding Company, of Milford, Del., is the handsome 40-foot sedan, described and illustrated elsewhere in this issue. The Victory "40" Sedan fills out the Vinyard line of Diesel and gasoline powered cruisers which are available in 32-foot (lapstrake), 40-, 46- and 50-foot lengths.

Believing in the practical virtue of level riding at cruising or top speed,

the Victory "40" Sedan features hull lines affording comfortable stability without undue beam, and its heavier construction calls for a displacement of approximately 22,500 pounds.

Interiors are of rich paneled mahogany with hand-rubbed finish. The bridge deck, with 92 square feet of floor space, is furnished in livable fashion, and features a tapestry upholstered seat that can be made up into a 60-inch double berth. A 30-inch single folding berth is concealed on the starboard side. Windows three feet wide raise and lower with cranks and have Monel screens.

Performance with twin 102 hp. reduction-geared engines give the Victory "40" Sedan a speed of 16 to 18 m.p.h. Engines are rubber mounted and soundproofing of the engine compartment makes for quietness of operation.

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Lycoming Appoints New New York Distributor

WM. EDGAR JOHN & ASSOCIATES, Inc., have been appointed distributors for Lycoming Marine Engines in the Metropolitan New York territory. This well-known organization has excellent facilities for the selling and servicing of marine engines. The present organization will be augmented by additional field representatives and service men so that a stock of engines and parts will be carried on hand for prompt delivery.

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Radiotelephones in the Hurricane

THE Stearns Marine Company, New England distributors for Sound Products Radio Telephone Equipment, had many interesting experiences with installations during the hurricane. One case which the owner felt repaid for his installation was in that of the *Wildfire*. This yacht had her engines going with two anchors out, and experienced difficulty at the entrance of Marblehead Harbor. From time to time throughout the blow, communication was established so that the owner, many miles away, knew how his yacht was withstanding the gale. The *Dot III*, at Falmouth, gave the officials of the town communication with Boston when all other means failed.

The New England Telephone Company maintains a most coöperative station at Green Harbor, where men are always listening for the ships' call, whether for land connection, information or distress. Every owner becomes an immediate booster, and there are records showing that a 10-watt set, which sells for little more than a good radio, has been effective along the Coast for 200 miles.

\+ + +

Fisher Boat Company

WILLIAM J. FISHER, Jr., of Detroit, has recently become president of the Detroit firm formerly known as Russell J. Pouliot, Inc. Henceforth the firm will be known as the Fisher Boat Company. Russell J. Pouliot continues his association as vice-president.

Stewards Like *The*

DINGHY PUMP

Bails Skiffs
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Plug it in and watch it pump!

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Can be furnished with automatic control as shown. Ask for further information. There's a Narragansett Pump for every need.

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Once in your Sails it never fails

POSITIVELY PREVENTS MILDEW ON SAILS

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"COTTON BLOSSOM II"
Winner of the Astor Cup — 1938

Announcing
TOPPAN BOATS, INC.
Successors to the well-known Toppan Boat & Mfg. Company. The newly organized Company will build a variety of boats but will be
"Specialists on Small Racing Sailboats"
Located at
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Complete information on TOPPAN BOATS at Hotel Lexington during the N. Y. Motor Boat Show

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for LAYING CANVAS
on new decks or old. Write for booklet "Some Things We Have Learned about Laying Canvas."

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WANTED
AFCO MARINE PRODUCTS LTD., Icknield Road Works, Luton, Beds., England, require several sole agencies for yacht gear and equipment suitable for cruisers and yachts up to 100'.
Manufacturers are invited to send best export terms together with illustrated particulars of products offered.

Burger Building Welded Steel Cruisers

THE Burger Boat Company, Manitowoc, Wis., has recently announced that its Admiralty series of power cruisers are now available with welded steel construction as well as wood. Two 46-foot steel cruisers are now under construction at the Burger yard. One is a sedan type with heavy duty Kahlenberg Diesel; and the other is a flying bridge type, of sporty appearance.

At the Chicago Boat Show, Burger will display a Commodore cruiser also 46 feet long. This boat will be powered with two Kermath Diesels. It will have a pressure water system, Bendix automatic steerer and clutch and throttle controls, electric windlass, Lux system and electric bilge pumps and toilet.

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Marblehead Paints Protect Against Teredos

TEREDOS, the destructive marine borers, are still so prevalent on the North Atlantic coast and in Southern waters that, once again, owners are warned to insure against the damage they can cause. Several coats of anti-fouling bottom paint like Marblehead anti-fouling green provides good protection. This paint is used all over the world on account of its powerful preventative and protective qualities. Marblehead hardens with a smooth, slippery surface invaluable for both racing and cruising. The Stearns-McKay Co. of Marblehead, Mass., manufacturers of this paint, also make a special Hard Finish bottom paint for racing craft.

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Hill to Build Marine Diesels

THE Hill Diesel Engine Company of Lansing, Mich., has recently announced that they will return to the Marine Diesel field shortly. A pair of 6-cylinder Hill Diesels have recently been installed in an offshore fishing boat built for R. E. Olds of Daytona Beach, Florida.

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H. B. Fred Kuhls Celebrates Fiftieth Anniversary

FIFTY years ago, in a little shop on 23rd Street and Third Avenue, in Brooklyn, the late H. B. Fred Kuhls, entered the marine industry with his one product — Elastic Seam Composition. This was in 1889. Since then, extensive research and experiment have developed a line of glues, cements, and preservatives now widely used in every port throughout the world. To Kuhls, the originator of Elastic Compositions for Seams, it was evident that hulls and seams were among the mariners' major problems. He saw in the elasticity of his product perfect watertightness and lasting service.

"The original family," says Leonard F. Woodel, sales manager of H. B. Fred Kuhls, "after a half-century of providing the boatman with 'time-tested' products, is still in control of the business (located for the past 26 years on 65th Street and Third Avenue, in Brooklyn). Mrs. Kuhls, who followed her husband closely in his early researches and was an active co-worker, has piloted the business during this half-century to its present high standing and world-wide reputation."

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New Kyanize Line of Marine Finishes

THE Boston Varnish Company, of Everett Station, Boston, for almost forty years active in the manufacture of "Kyanize" household finishes and known throughout this country and abroad, has just announced a new line of completely tested marine finishes.

The new line includes "Kyanize" spar varnish, topside and anti-foul bottom paint (manufactured under The Gardner Tarr patents), yacht white, paint removers, engine enamel, and deck paint. New labels for the distinctive "Kyanize" line will embellish the marine containers.

Distribution throughout the country is now being established and "Kyanize" marine finishes and color plates will be found at local boating centers, yacht and shipyards, ship chandlers' and the like.

One of the new inboard boats being built by the Century Boat Company and powered with a small inboard air-cooled motor

Established 1870
Start the New Season with
REGATTA YACHT PAINTS

BOTTOM PAINTS — FOR ALL PURPOSES
DECK PAINTS — Large Assortment of Popular Colors
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FLAT, GLOSS AND SEMI-GLOSS WHITES
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VARIATION
Bother You?
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On this gadget you can record graphically your deviation for different headings and have shown at a glance the proper compass heading in your boat for any magnetic course — right on a compass card marked off in degrees and quarter points.

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Only **FIFTY CENTS** Postpaid

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205 East 42nd St., New York

Toppan Boat Co. Reorganized

WELL known to yachtsmen for several generations is the name "Toppan." Yachtsmen were interested to learn early this month of new activity at the yard and that a sweeping reorganization was under way under the well-known New England yachtsman, D. R. Simonds. The yard will henceforth specialize in the construction of a line of small one-design sail boats, starting with the tiny "Toppan-Tot," built of Weldwood, and in Snipes, Comets, Stars and similar types. Consultant members of the staff include W. C. ("Jack") Wood, Chas. G. MacGregor, J. T. Friis and others qualified in the field of small boats construction.

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New Sales Manager for Cummins

DAVE BUTTLES, of Seattle, Washington, has recently been promoted to national sales manager by the Cummins Engine Company, of Columbus, Indiana, builders of the well-known Cummins marine Diesel.

For the past four years Mr. Buttles has been factory sales and service manager on the Pacific Coast. His efforts have been largely responsible for building up the present strong position of Cummins Diesels in Pacific Coast waters.

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Seuss Navy Luncheon

ONE of the high points in entertainment and hilarity during the National Motor Boat Show is the luncheon given by Essomarine for the members of the Seuss Navy. This will be held at the Hotel Astor on Thursday, January 12th.

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Permanent Boat Display for City Island

CITY ISLAND, in New York City, where the largest number of yacht yards in the country is concentrated, is becoming more and more popular as a display center for various stock auxiliaries and other craft. At the Minneford Shipyard are the Week-Ender, and the Islander, both from designs by Sparkman & Stephens. At the same yard can be seen one of the popular motor-sailers built by M. M. Davis & Sons and called the Cruisailer. Minneford also has on display several of the Penn Yan dinghies and a Lawley "15," a little sail boat with a fin keel. The first of the Sparkman & Stephens designed Voyager yawls will be at the same yard about the end of the month.

Harry P. MacDonald is showing his sloop Little Sister at Wood's Yard on the Island, and one of the Alden Coastwise Cruisers has been shined up for display purposes at Jacob's Yard.

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Foglite Products, Inc.

INTRODUCED for the first time at the 1939 Motor Boat Show, Foglite Products, Inc., of Newark, N. J., announces the new yachtsman's version of its effective "Thru-Fog" lamp for identifying buoys, other boats, impediments, etc., in foggy conditions. Thru-Fog lights have already been installed at leading airports throughout the country with notable success.

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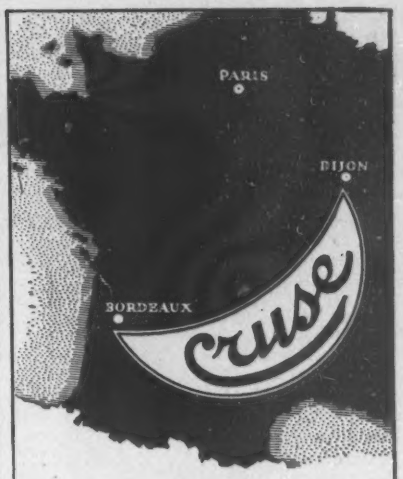
Barbour—Stockwell Tachometers

WITH the growing interest in predicted log power cruiser racing and similar types of events whose success depends upon accurately prognosticating engine performance, the use of an accurate engine revolution counter or tachometer is essential. Barbour-Stockwell & Co., of Cambridge, Mass., skilled in the manufacture of precision tachometers for use aboard boats, have made available a gadget known as "Speed Limit Control" on their Reliance Tachometers for automatically signaling the helmsman by flashing a red light when engine speed exceeds a predetermined rate. This device is useful, also, for working out rates of operation for most efficient fuel consumption.



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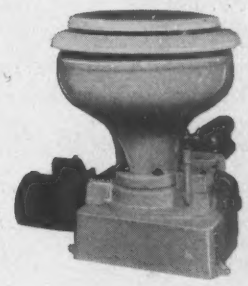

NEW and exclusive features. Guaranteed not to clog. New water control valve regulates supply, and prevents overflow above or below water line. Flushes in a few seconds. Space required 20 in. width; 16 in. depth. Operates on 6, 12, 16 or 32 volts. Weight 90 lbs.

Price $150, F.O.B. Factory

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25 Prospect Place
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To Yachting's readers and advertisers — who have made it possible for our first number in 1939 to be the largest, in all respects, that we have ever published — our appreciation.

Advertisers have invested more heavily in this issue than in *any* previous issue — and a record number are represented.

This year we will continue in our purpose to make the magazine of greater service than ever before.

Yachting

The Quality Magazine of the Boating Field

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